Supercross Series preview

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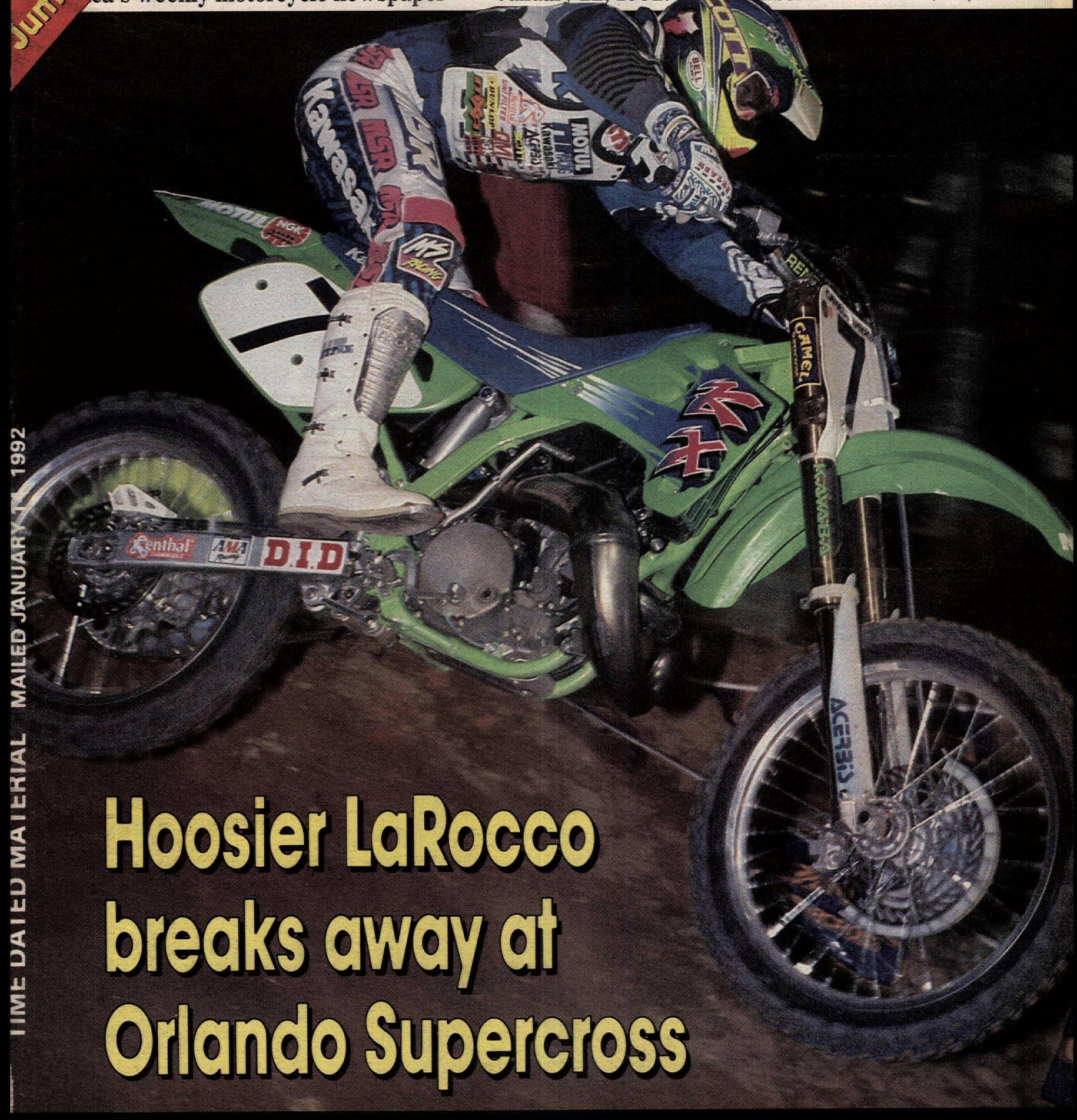

Hoosier LaRocco breaks away at Orlando Supercross

TIME DATED MATERIAL MAILED JANUARY 1992

IN THE WIND By Papa Wealey

Kurt McMillen (Suz) won the 125cc Pro class at round three of the Florida Winter AMA MX Series in Orlando's Citrus Bowl, January 12. **Timmy Ferry** (Kaw) was the 250cc Pro class winner, and **Chris Coleman** (Yam) was the runner-up in both classes. **Jeff Curry** (Kaw) finished third in the 125cc Pro class and **Ross Pederson** (Suz) was third in the 250cc Pro division. The event marked the first time that a Winter AMA Series event has been held on a stadium track.

Jeremy McGrath (Hon) scored the win in the 125cc Pro class at round three of the CMC Golden State Nationals held January 12 at Sunrise Cycle Park in Adelanto, California. **Tallon Vohland** (Suz) topped the 250cc Pros, while **Carlo Hulsen** (Hon) scored the win in the 500cc Pro class.

Former 125cc World Champion **Donny Schmit** (Yam) swept the 125 and 250cc Pro classes at round three of the GFI California Winter MX Series South in Carlsbad, California, January 12. **Brian Manley** (Hon) finished second and **Mike Chamberlain** (Yam) third overall in the 125cc Pro class, while **Bader Manneh** (Hon) was the runner-up in the 250cc Pro class and **Joe Waddington** (Yam) finished third.

WorldSports informs us that "due to a last minute scheduling problem at the Houston Astrodome" the January 19 **Astrodome Amateur Supercross has been canceled**. The Camel Supercross Series round will run as scheduled on Saturday, January 18.

After Friday night's **Battle Creek Arenacross** had to be canceled due to the indoor track being built with muddy soil, excessive carbon monoxide levels caused county health department officials to order the evacuation of Battle Creek, Michigan's Kellogg Arena on both Saturday and Sunday, January 4-5, and the final races of the **Battle Creek Arenacross** programs were conducted after the arena was emptied and the air cleared. Only people with pit passes were allowed to return to the arena for the final few races.

The WERA has announced an increase of over 50% in the total purse offered in the '92 **WERA Pro Series**. Out of a total series purse of $308,850, based on nine events (an average of $34,316 per event), the winner of a Formula USA race will receive $5000, and the winner of a Formula II race, $3000. WERA also announced that **Vanson Leathers** and **Performance Machine** are title sponsors for the WERA National Endurance Series. In addition, Vanson Leathers will also sponsor Twins races at Willow Springs (April 3-5) and at Pocono (August 21-23).

AMA 250cc Grand Prix National Champion **Jimmy Filice** will stay in the U.S. and defend his championship. Filice was originally slated to compete in the 250cc Grands Prix, but his sponsorship deal fell apart. "I'll be running my own team and doing all the Nationals," Filice said. "This is the best thing for us right now." The Californian will ride a Bruce Maus-prepared 1992 Honda RS250.

Apparently the FIM has not given up on a **500cc four-stroke road race class.** The four-stroke idea, which was ridiculed by both IRTA (International Racing Teams Association) and formally rejected by Suzuki, Yamaha and Honda in a letter to the FIM in 1991, will be instituted in an "Inter-Continental Championship" the FIM is planning for the 1993 season. The championship will cater to four classes: 125, 250, 500 and sidecar. The 125 and 250cc classes will run under existing regulations, but the 500cc class will be limited to 500cc four-strokes with up to four cylinders. In addition, the sidecar class will feature 750cc four-strokes with up to four cylinders and will possibly allow 500cc two-stroke four-cylinder machines. The regulations were prepared by CCR president Josef Zegwaard with the assistance of two CCR vice-presidents, former sidecar World Champion Max Deubel and Jean-Pierre Moreau.

The joint organizers of the **1992 Road Racing World Championship**, Two Wheel Promotions (TWP) and Dorna, will announce their definitive schedule on January 21, three days after the closing of the FIM's management council meeting in Geneva. The French, Italian and Austrian GPs are still in doubt, but IRTA sources are confident that a contract will be signed with promoters of the French GP (Magny Cours) and for the Italian GP (still provisionally listed for Mugello). The date offered to the Austrian promoters (August 9) is a difficult one because the Salzburgring circuit is located in a summer vacation area, creating a two-fold problem: Hotel accommodations are sparse in August; and traffic authorities say they will not authorize a major sporting event because the influx of racing fans coming across the German, Italian and Czechoslovakian borders would cause major traffic problems.

Thirty-six riders have been accepted and granted permanent numbers on the provisional IRTA list in the 125 and 250cc classes of the Road Racing World Championship while 29 are included on the 500cc list. Americans who will be competing in the 1992 championship include World Champion **Wayne Rainey** (1), **John Kocinski** (4), **Eddie Lawson** (7), **Doug Chandler** (10) and **Kevin Schwantz** (34). With seven places still open, there is a place for **Randy Mamola**, but as yet the four-time runner-up in the 500cc championship has been unable to secure any sponsorship.

If all the riders listed by IRTA for the 500cc class actually compete, the grid size will be back to 1988 levels with seven and eight rows of machinery. Among the riders on the list are **12 privateers riding the new Harris-Yamaha** production bikes, with six supplied by Serge Rosset and six by the Harris firm itself.

West German road racer **Martin Wimmer** is not on the 250cc list and may be forced to retire because of lack of sponsorship. If Wimmer, who finished ninth in the 1991 250cc World Championship on a factory Suzuki, is unable to find sponsorship to run a team with Aprilia his place on the 36-man list will be taken by German Helmut Kassner.

Team MCN, a five-rider squad from England, plus a two-rider team supported by Kawasaki Japan, will headline the foreign contingent for the March 8 running of the **Daytona 200**. The British lineup includes Steve Hislop (Honda), John Reynolds and Brian Morrison (Kawasaki), David Leach (Yamaha) and Carl Fogarty (Ducati). "I've led the Daytona 200 for the past two years," Fogarty said. "If the bike keeps going I know I can win." A victory by any of the Brits would be a first in the 51-year history of the Daytona 200. The Japanese entry is led by Takahiro Showa and Shoichi Tsukamoto, the third and fifth place finishers in the 1991 All Japan TT-F1 Championship.

Brainerd International, Inc. (BII), a motorsports management company that owns and operates Brainerd International Raceway in Minnesota and whose shares are traded on the national-over-the-counter market under the NASDAQ symbol BIRI, has reported a **record net income** of $495,069, or $0.18 per share on revenues of $1,336,015 for the third quarter ending September 30. This compares to 1990 third quarter earnings of $147,297 or $0.054 per share on revenues of $1,138,501. For the first nine months of 1991, BII reported net income of $265,116 on revenues of $1,754,705 as compared to a net loss of $43,836 on revenues of $1,594,611 for the same period in 1990. **Gene Snow**, chairman and chief executive officer of BII, said, "Third quarter results were the highest in the company's history . . . We achieved our 1991 goal of making every event profitable."

Italian **Fabrizio Pirovano** will ride a Yamaha again in the 1992 World Championship Superbike Series. Pirovano will be aboard a Team Diemme Yamaha OW01 prepared by Byrd, the Italian Yamaha importer. Pirovano will be joined by young Italian Massimo Meregalli on the two-man team.

Based on the success of the Prague Auto Salon which was held in Czechoslovakia's capital city in October, over 500,000 visitors are expected for the **1992 Prague International Motor Show** — PIMS '92. That show will take place September 23-27, 1992 at the Palac Kultury International Exhibition Centre. Over 1000 companies are expected to participate in PIMS '92 which is open to both the trade and public. For more information, contact P. MacDonald-Brown, PIMS '92, 31 Warrington Crescent, London W9 1EJ, United Kingdom.

According to Dun & Bradstreet International, it was estimated that financially troubled **KTM** would show an **$18 million loss** for 1991. D&B said that despite an "upward turn in the bicycle sector, the motorbike sector continued to make heavy losses." Concentrating on the mountain bike market, KTM's bicycle division planned to manufacture 200,000 bicycles in '91, whereas the motorcycle division had planned for 12,000 units, an increase of 500 over '90 and 3000 over '89. According to the report, KTM had 560 employees, 180 of which were involved in motorcycle production. A representative of the Swiss company Exantra AG, the new owners of the motorcycle division, called on KTM America last week. According to Scott Harden, operations here in the U.S. will continue as in the past.

While a contract has yet to be signed, it seems certain that the **Camel Supercross Series** will be televised by **ESPN**. Each round of the series will be videotaped by Seals Communications and then edited for future airing, with the first show reportedly scheduled to air in April. Dave Despain will handle the "play-by-play" announcing with Larry Maiers providing color. Former National MX Champion Bob Hannah will serve as the pit reporter.

Bartels' Harley-Davidson rider **Mike Hale** has started riding a 250cc motocrosser near his home in Carrolton, Texas. Hale, who underwent surgery in early December to remove a titanium plate in his wrist, expects to be fully recovered before the March Camel Pro season opener in Daytona, Florida. "I've been running and lifting weights to stay in shape," said Hale, the 1990 Camel Pro Series Rookie of the Year. "I figure if my wrist can take the bumps on a motocrosser, it'll be ready for dirt tracking."

Frenchman **Gilles Lalay**, 29, suffered fatal injuries in a crash in the Congo on January 7, while competing in the Paris-Capetown Rally. The Team Yamaha Chesterfield Scout factory rider won the event in 1989 when it was the Paris-Dakar Rally. Lalay was a two-time World Enduro Champion in 1985 and '88, and nine-time French Enduro Champion. Other accomplishments include the overall victory at the 1985 International Six-Days Enduro in Spain, and four major Rally overall victories. He is survived by his wife Marie and two children.

Former Garvis Honda Town rider **Ronnie Jones** has yet to secure a sponsor for the 1992 Camel Pro Season. Jones, the third-ranked dirt tracker in 1990 and 1991, is considering several different offers. Might we see Jones aboard a Harley-Davidson? "If that's what it's gonna take," said Jones, who has campaigned Honda RS750s for the past five seasons. "I'm real used to the Hondas, but if nothing comes up I may have to switch."

Dirt tracker **Tim Mertens** will return to Camel Pro Series action after sitting out most of the 1991 season. Mertens, who was the 10th-ranked Camel Pro rider in 1990, broke his femur at the season-opening Daytona Short Track, and suffered another setback when the bone didn't heal properly. "They had to rebreak it," said Mertens. "It's been a long year, that's for sure. I'd say it's about 95% right now, and it shouldn't effect me out on the track." Mertens will campaign a Honda RS750 backed by Belleville Honda. "Of course, I'm looking for additional backing," said Mertens, who can be reached at 618/233-1318.

Don Emde reports that the recent silent auction of special autographed copies of his Daytona 200 book raised $1826 for Paul Patrick Donnelly, the newborn son of the late Paul Donnelly. Bids ranged from $160 up to $500. "I'd like to express my appreciation to each of those who bid on the book, and to Kenny Roberts, Wayne Rainey, Eddie Lawson, Floyd Emde, Chris Carr, Ed Kretz Sr., Joe Leonard and Skip Van Leeuwen, who signed the books," said Emde.

Adriano Ducati, 88, the founder of the Ducati factory, suffered a fatal heart attack in Milan, Italy, on November 25. Ducati founded the company in 1924. He is survived by his brothers, Marcello and Bruno.

ESPN will telecast a half-hour show devoted to the **1991 Suzuki National Cup Series Final**. The show is scheduled for Saturday, February 8, at 10:30 p.m. Eastern time (7:30 p.m. Pacific time). The event was held at Road Atlanta.

Mike Healey, who will contest the 250cc MX GP Series aboard a Team

Bieffe Suzuki, suffered a broken nose and multiple facial lacerations in a crash at Sunrise Cycle Park in Adelanto, California, January 19. Healey was involved in a first turn crash in the first 250cc Pro moto, and was run over by several riders. "It's not the cartilage that broke, it's the bone between my eyes," said Healey. "It doesn't hurt too bad now, but my eyes are swollen and all black and blue. I look like Mike Tyson got a hold of me."

Motocrosser **Ron Tichenor** missed the January 11 opening round of the Camel Supercross Series in Orlando, Florida, due to a broken left hand. "I broke my hand at the Bologna (Italy) Supercross in December," said Tichenor. "Hopefully, I'll be able to return to action at Anaheim or Seattle. I haven't been able to ride, just train to get in shape. I hope to begin riding again this weekend (January 18-19)."

Suzuki support rider **Denny Stephenson** was also a no-show at Orlando. Stephenson missed the event because of a mending broken bone in his wrist. In 1990, at the Oklahoma Supercross, Stephenson broke the wrist, and it eventually healed sufficiently enough for him to compete during the 1991 season. During the recent off-season, Stephenson had the wrist operated on to fuse bones together and the healing process is taking longer than expected. He is scheduled to return to action at the February 22 Altanta Supercross.

During the opening ceremonies at the Orlando Supercross, the top 10 riders of the 1991 Camel Supercross Series were introduced, one at a time, starting with the 10th place rider. When defending champion **Jean-Michel Bayle** was introduced, the factory Honda rider was supposed to take a slow demonstration lap around the track. Instead, while the crowd cheered — and some booed, Bayle started his motorcycle and rode straight to the pits and out of sight of the 37,918 spectators. Many thought Bayle was upset for being booed. However, that wasn't the case. Former motocrosser **Gary Bailey**, who was the organizer of the opening ceremonies, forget to tell Bayle about taking the lap. Ooops.

The **Kansas Motorcycle Sportsman Association** will hold its 1991 season awards banquet on January 25 at the Holidome in Manhattan, Kansas. Cost of the Hawaiian-theme banquet is $15 and that includes dinner and entertainment. For more information, contact Bill Snyder at 913/776-1888.

Tickets for the April 4-5 **500cc U.S. MX GP** at Glen Helen OHV Park in San Bernardino, California, will go on sale in early February at participating Honda, Kawasaki, Suzuki and Yamaha dealers. Fans can **save $5** on advance two-day tickets which normally sell for $25. Tickets are also available through Ticketmaster outlets or by phone at 213/480-3232.

Former National Enduro Champion **Kevin Hines** recently competed in an enduro in Guatemala in Central America. "It was actually really good, but they have weird rules," said Hines. "They combined FIM rules with AMA rules and it can get a little confusing at times. They have special tests just like in the U.S. ISDE Qualifiers, but you don't know when you're in them. I lost the overall by 12 seconds because I just cruised in the only special test, not knowing I was in one. The enduro was 155 miles and there were 160 riders." Hines' runner-up finish was enough for him to finish third in the Central American Enduro Championship Series. Hines is leaving on Friday, January 24, to compete in another enduro in Honduras.

Speaking of Hines, he is waiting to firm up his 1992 racing program. He's still waiting on word from American Suzuki as to whether or not he'll be a member of **Suzuki's '92 off-road team**. It is rumored that Suzuki will go with a three-rider team, most likely with three-time National Enduro Champion **Randy Hawkins**, **Steve Hatch** and Hines. Czechoslovakian **Jan Hehor** also might be included in Suzuki's plans in some way.

Jimmy Gaddis (Suz) won the 125cc Pro class and was the runner-up to **Jason Langford** (Yam) in the 250cc Pro class in the first night of action at round two of the AMA National Arenacross Series in Guthrie, Oklahoma, January 10-12. **Cliff Palmer** (Suz) swept both Pro divisions during the second day of racing.

Jeff Dickerson (Kaw) was the overall winner in the opening round of the 1992 AMA District 38 Off-Road Series which was run near San Diego, California, January 12. **Craig Smith** (Hon) was the runner-up, while **Troy Phelps** (Hon) was third.

Dirt trackers who finished in the top 20 in the final '91 Camel Pro Series point standings and do a bit of road racing, or would like to, could be a winner in the **Daytona 200** by filing a pre-entry, qualifying for the 80-rider field, and being one of the top five Camel Pro finishers. The **Dirt Track Achievement Awards** offers $20,000 to qualified dirt trackers who participate in the Daytona 200. The top finisher in the "race within a race" receives $5000 and a fifth place finish $2000. Jay Springsteen, Doug Chandler and Steve Morehead have each pocketed the winner's share since the inception of the DTTA in 1989.

ENGAGED: AMA Superbike National Champion Thomas Stevens and Linda Shaw on December 24.

CORRECTION: A sharp-eyed reader in Michigan caught a few errors in the 1992 Buyer's Guide that appeared in the January 8 issue. The errors all involved Yamaha specifications; correct displacement for the PW80 YZinger is 79cc, and the 750 and 1100cc Viragos have air-cooled engines.

BORN: Alexandria Dellamora Grossi, daughter of former factory motocrosser Billy Grossi and wife Jill, in Santa Cruz, California, January 10.

APPOINTED: By Cagiva North America, Robert F. O'Neill as sales and marketing manager, Sid Schwartz as after sales manager, and Eric Lehmann and assistant to the president.

NAMED: Michael Kossett to the position of media relations/community affairs manager for northern California's Sears Point International Raceway.

NAMED: Kenny Kopecky as operations manager for the Willow Springs Motorcycle Club. Kopecky will continue to assist with the club's riding schools, announce race events and compete at the southern California road race facility.

CRESPINEL

If you've been to the United States Grand Prix or the American round of the World Superbike Series in the past three years, you probably already know about James Crespinel.

His commissioned work includes portraits of Mikhail Gorbachev, Martina Navratilova, Michael Jordan, Brian Bosworth and Steve Largent, in addition to those of James Dean, Elvis Presley and Marilyn Monroe.

He is quickly becoming one of the most sought after competition artists in the United States.

Many world class riders themselves own original oil paintings by Crespinel and now lithographs of his works are available for both the collector and enthusiast alike, through Cycle News Products.

KEVIN SCHWANTZ

During the 1990 Grand Prix season, Kevin Schwantz sat on the pole position seven times, won five rounds, and finished second in the World Championship. Many feel that 1991 will be the Texan's year.

The original 7' x 8' oil painting was completed at the 1991 Daytona 200, and the deluxe edition lithographs were signed by Kevin Schwantz at the 1991 U.S. Grand Prix at Laguna Seca.

RANDY MAMOLA

Born on November 10, 1959, Randy Mamola began his racing career at the age of 12, and raced internationally in New Zealand when he was only 15 years old. In 1987 he surprised the sporting world by announcing that he would ride for Cagiva, an Italian motorcycle manufacturer. Randy has come within a few points of the World Championship no fewer than four times, and has finished third twice. He is one of the few who has raced for each of the four Japanese factories. He has won a total of 13 Grand Prix and has finished on the rostrum 57 times.

This fine piece of art was created in Crespinel's studio and is a slightly different image of the one that was painted at the U.S. Grand Prix in 1989 at Laguna Seca.

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ON THE FRONT PAGE:

Team Kawasaki's newest member, Mike LaRocco, scored the second Supercross win of his career in front of 37,918 spectators at the Orlando Citrus Bowl. For race coverage see page 6. Photo by Kit Palmer.

CYCLE NEWS

America's weekly motorcycle newspaper

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VOICES Letters to the editor

More cogs than one

I read with interest the story about National Enduro rider Steve Hatch in issue #50. Steve is such an outstanding sportsman in addition to being the best young talent in the sport, and it's good that you gave your readers this opportunity to get to know him better.

One important note, however: I think the story gave the impression that I was a one-man band when it comes to building Steve's winning Suzukis, and that is far from the truth. Everyone at Moose Racing has a hand in building the RMXs that Steve raced so successfully this season. In particular, thanks should go to Neil Hores (suspension technician), Jim Patterson (machinist and chassis builder), and Joe Shedron (engine builer extraordinaire). I'm just a little cog in this great big wheel; the credit belongs to the whole Moose team.

Peter V. Denison
President, Moose Racing
Sedalia, CO

YZR500 fan

Your recent report of the demise of Marlboro Team Roberts as far as American racing goes is very disappointing. Last June, I had the opportunity to see their Yamaha YZR500 GP bikes up close during round four of the WERA Pro Series at Seattle International Raceway. Because of the excitement and quality of the racing, I later rode to Brainerd for round five.

At both races I observed tremendous fan interest in Marlboro Team Roberts. At Brainerd, I recall seeing a spectator's impromptu sign that read, "Long Live 2-Stroke GP." These machines and this team produced excitement wherever they went.

On the other hand, I agree with WERA spokesman Doug Gonda's assessment that new teams will be attracted to F-USA racing with the dominating and very expensive YZR500 machines on the sidelines. Nevertheless, it was the exposure to the 500s that compelled me to ride 4762 miles to watch a race.

These are very exciting motorcycles. Hopefully, Kenny Roberts can arrange continued sponsorship and a format that will benefit all concerned. I appreciate his efforts. Please keep us informed of further developments.

Jerry York
Aberdeen, WA

Thanks for nothing, Bernie

Having been a road race fan for almost 15 years, I was excited that Two Wheel Promotions would be handling the World Championship Road Race Series. After all the bickering between the FIM and the Grand Prix teams and riders over the past several years, it seemed that a Bernie Ecclestone-run promotional organization would do nothing but add to the sport. After all, Kenny Roberts supported him 110% and the teams and riders also seemed to support the idea.

So here we are, not two months later, and the Laguna Seca Grand Prix has been canceled. Priced out of business.

What a great start Two Wheel Promotions is off to: Depriving the U.S. race fans of seeing Eddie Lawson in his last racing season, and depriving us of seeing American riders Kevin Schwantz, Wayne Rainey, Doug Chandler, John Kocinski, Randy Mamola and Jimmy Filice, as well as the top riders from the rest of the world.

Why can't Two Wheel Promotions be more workable with the race directors from Laguna Seca and other tracks during this transition period? Who gains from pricing Laguna Seca out of the GP business? The riders? The fans? The sport? I don't think so.

Thanks for nothing, Bernie! Shame on you, Kenny! You have really given American race fans a lot to look forward to in the New Year.

Paul Geck
Santa Monica, CA

Robber baron

I have read (with disgust) the reports of the fiasco with the FIM, Dorna and the modern version of the robber barons, Bernie Ecclestone. Are we all powerless?

Where is the backbone of the various national organizations? Is the French federation the only one with enough courage to say no to this blatant greed? Now that Bernie controls the GP series, as you have noted, he is also the promoter of two of the events. Does the term "conflict of interest" ring a bell?

For those of us with a "foot" in both motorcycle and auto racing, we have already seen the results of allowing Bernie to control an organization. Enough is enough.

The U.S. has produced 11 of the last 14 World Champions in GP road racing, and the majority of all of the top three finishing positions in the last 15 years. And we don't get a World Championship event? All because we won't kowtow to the surly Mr. Ecclestone, and put an extra $1 million directly into his pockets? B.S.! For those of you who don't know, Laguna Seca events are all run for the benefit of children's charities. Lee Moselle and the people at SCRAMP, while enthusiasts, basically do it for free. I applaud Mr. Moselle's stand, and his loyalty to the people he has dealt with in not going back on longstanding arrangements.

We all need to make it known that we will not stand for the sort of self-dealing crap that Mr. Ecclestone has pulled on the car racing world. I hope that there is something that can be done to get motorcycle road racing back into the hands of the people who love the sport, not just the money.

Richard T. Haight
Burbank, CA

Right on!

At the opening round of the CMC Golden State Nationals at Glen Helen on December 28, there were a couple of riders competing in the 125cc and 250cc Junior classes who were completely out of class. They were smoking any and all of the competition in their races. It was so irritating that when they lined up for their final race there was a confrontation between them and another rider. The starter, Rex Staten, came over to see what the problem was and told the two riders that they would have to go to the sign-up trailer and straighten it out. They did. And they were disqualified. Super. Right on, CMC!

Greg Lamb
Saddleback Suzuki
Laguna Hills, CA

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SUPERCROSS AMA/Camel Supercross Series: Round 1

Mike LaRocco (7) scored his second-career Camel Supercross win at the '92 series opener in Orlando. Here he's chased by Jeff Matiasevich (9) and Mike Kiedrowski (3).

LaRocco (7) was pressured hard by Jeff Stanton (2), who crashed on the last lap.

LaRocco outlasts Stanton at Orlando

By Kit Palmer
Photos by Davey Coombs and Mike Snyder

ORLANDO, FL, JAN. 11

Kawasaki's Mike LaRocco didn't have a chance.

At least that's the way it appeared as two-time Camel Supercross Champion Jeff Stanton slowly reeled in LaRocco, who was leading late in the 20-lap Coors Light Challenge 250cc main event at the opening round of the '92 series in Orlando's Citrus Bowl.

But when 13-time supercross winner Stanton, 22, got close enough to pounce, the less-experienced 20-year-old LaRocco fought back and slammed the door in his face. The heated battle came down to the last lap when Stanton's last shot at the Kawasaki factory rider failed when he crashed. A few turns later, in front of an Orlando record crowd of 37,918, LaRocco sailed over the finish line jump for his second career supercross victory.

LaRocco, who won his first supercross feature last year at Las Vegas, was thrilled that he won this year's series opener, but played down his victory.

"This is just one race, there's 15 more that I have to worry about," LaRocco said. "But winning the first round really helps. I usually start the season off slowly. This year it's my goal to get a better start on the season and take it one race at a time.

"Sure, this puts a little more pressure on me," added LaRocco, "but this kind of pressure is better than any other."

For winning the 250cc main event, LaRocco pocketed $5000 from the $30,000 purse.

Making it a 1-2 Kawasaki sweep was 1985 and '87 Supercross Champion Jeff Ward. Ward, who at the age of 30 is the oldest rider on the track and plans to retire after the 1992 MX season, crossed the finish line in second place after having passed the fallen Stanton on the last lap.

"That's racing," said Ward of Stanton's crash. "But even if I had finished third I would've been happy. Compared to last year when I finished ninth here and got injured at the next race, this is a much better start (to the season). Last year I was out of it (title contention) before the series really got started."

Stanton, who won four supercross events last year, including Orlando, was third across the finish line,

followed by Yamaha's Damon Bradshaw and Doug Dubach, respectively.

Defending Camel Supercross Champion Jean-Michel Bayle, who was carrying the yellow and blue number-one plate for the first time in this country, was never a factor in the race, as he could climb no higher than sixth after a 11th place start.

"I just had some problems with the suspension," Bayle said. "It wasn't working the way I liked, but I'll take the points. Once we get the bike working properly, everything will be okay."

Some people are predicting that Frenchman Bayle won't be as competitive as he was last year, having reached his goal of becoming the Camel Supercross Champion and wanting to begin a career in road racing in 1993. But Bayle doesn't go along with all that. "I like to race, and I like riding with the number-one plate, so I'm going to do the best I can. I will try to ride like I did last year," Bayle said.

"It should be easier," Bayle added. "Now that I won the championship, the pressure is off me; I'm free to ride. I'm going to try and be champion one more time."

Damon Bradshaw, the rider who many feel will strip Bayle of the number-one plate at the end of the season, ruined his chances of winning at Orlando when he crashed and was run over while running fifth on the fifth lap. Uninjured in the fall, Bradshaw regrouped near the back of the pack and still finished a respectable fourth.

Despite the crash, Bradshaw had a positive attitude after the race.

"I came back after the fall. I felt good and the bike is working great," Bradshaw said. "That's the good thing. This year I'm feeling like I did halfway through last season, and that's when I felt best."

In the Eastern Regional 125cc feature, it was a three-way dogfight involving Team Peak Honda rider Jeromy Buehl, Suzuki's Ezra Lusk and defending 125cc Eastern Regional Series Champion Brian Swink. Buehl led most of the race until 16-year-old Lusk dove underneath Buehl in a turn, forcing the Honda rider off the track.

Lusk led the next two laps until Swink motored by his teammate and held on for a well-deserved win.

"I was riding a little stiff at the beginning then I loosened up," said former Team Peak Honda rider Swink. "I'm just trying to be smooth. That's what it takes."

Swink earned $2000 from the $10,000 125cc class purse.

Perhaps the biggest surprise of the night was the large attendance. An announced 37,918 spectators filled the Citrus Bowl, over 6000 more than last year's event drew.

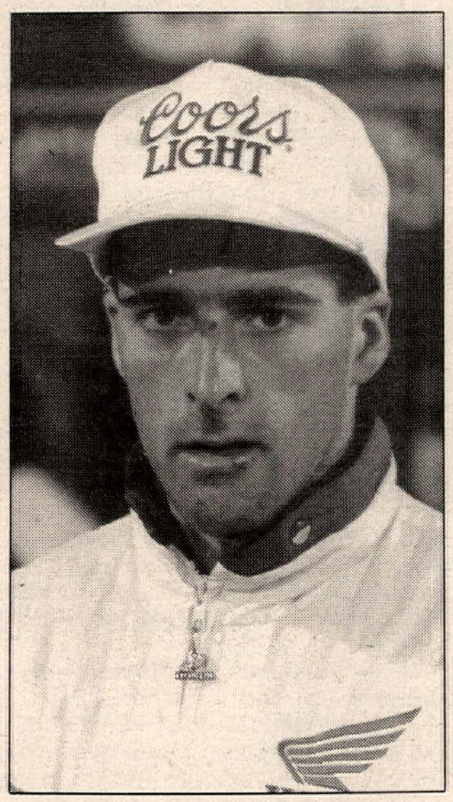
A grand total of 130 riders signed up to do battle, 60 in the 250cc class and 70 in the 125cc class. Only 20 riders would make it to the 250cc main by transferring through two eight-lap heats, two six-lap semis and a six-lap Last Chance Qualifier. The 125cc class used two heat races and a Last Chance Qualifier to determine the main event starters.

250cc

Following the opening ceremonies, which included a modest fireworks display and the National Anthem sung by Miss Coors' Jill Thompson, the first 250cc heat race was set to get underway. The top four riders in the two heats would transfer directly to the main event, while the rest would go to the semis. In the semis, the top five would transfer to the main, and the remaining riders to the Last Chance Qualifer, where only the top two would make it into the feature.

Defending Camel Supercross champ Jean-Michel Bayle (1), seen here in a heat race, had suspension problems in the main.

Former champ Jeff Stanton's face was battered in a heat race pileup.



Sixteen-year-old Ezra Lusk (117) and defending East Coast 125cc Supercross Champion Brian Swink (1) supplied plenty of action in the 125cc main; Swink won.

A first turn pile-up took out a number of top riders in the first 250cc heat race, including Stanton, Bradshaw, Suzuki's Steve Lamson and Tuf Racing's Todd DeHoop. Stanton, Bradshaw and DeHoop immediately returned to the pits with battered bikes and bodies. Stanton took the worst of it as his face looked like he had just finished 12 rounds in the ring.

"I have no idea what happened," said a bloodied and bruised Stanton. "Some guys behind didn't slow down and just kept piling in on us from behind. It just knocked the shit out of me. My face went right into the ground."

Larry Ward missed the incident and led the way, chased by Kawasaki's Jeff Matiasevich, who is riding with a steel rod in the thigh bone he broke during the 500cc MX Nationals late last year.

Despite the pressure, Larry Ward held on for a narrow win over Matiasevich.

Third across the line was two-time 250cc MX World Champion Trampas Parker. "I'm so happy," Parker said. "This is the first time I've ever qualified for the main event (at a Camel Supercross Series event)."

Parker plans to ride the first five rounds of the series before returning to Europe to defend his 250cc World Championship title on the newly formed Chambers-Gatorade Honda team along with teammate Micky Dymond. Dymond, who failed to qualify for the main event at Orlando, will also compete in the first five rounds of the series.

Finishing fourth was Suzuki-mounted privateer Mike Jones from Pennsylvania. He edged out Suzuki's Guy Cooper, who had to ride the semis.

Kawasaki's Mike Kiedrowski, the 125cc MX National Champion, was the early leader in the second heat race, while teammate Jeff Ward was near the back of the pack after he crashed over a triple jump. A first-turn pileup claimed Yamaha's Jeff Emig, LaRocco, On The Line Racing's Erik Kehoe and a few other riders.

Kiedrowski felt early pressure from Yamaha's Doug Dubach, KTM's Mike Fisher and Enzo Racing's Gene Naumec, but it was Dubach who was Kiedrowski's biggest threat.

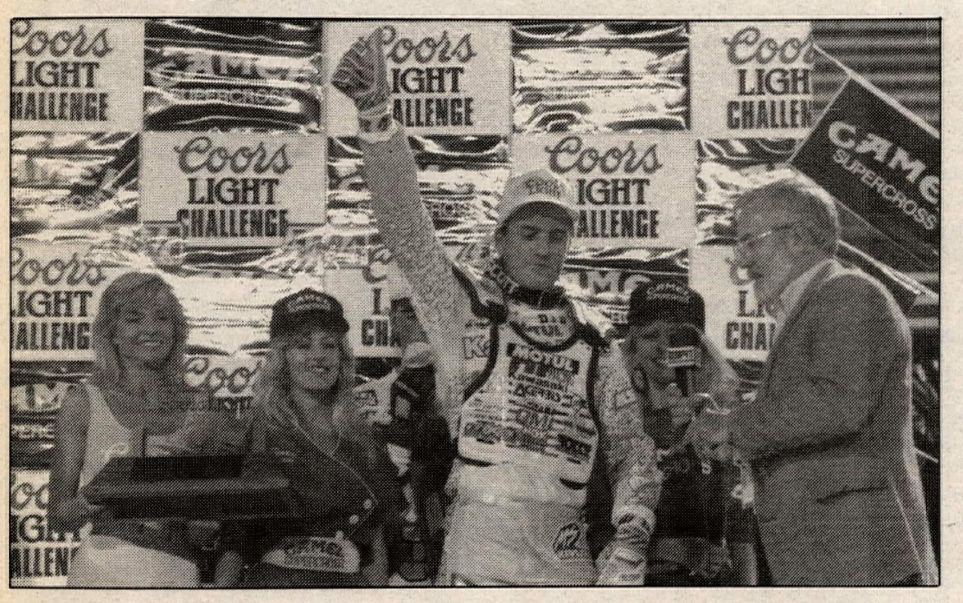
Dubach pressured Kiedrowski every lap until just before the checkered flag when the Yamaha rider bailed in a section of whoops and dropped to third. Moving into second was Bayle, who had just passed both Fisher and fourth-place finisher Naumec. Finishing behind Naumec and just out of transfer positions were Fisher, Tuf Racing's Ron Lechien, Dymond, LaRocco and Emig, in that order.

SUPERCROSS AMA/Camel Supercross Series: Round 1

Doug Dubach (12) spent most of the 20-lap feature dicing back and fourth with Bayle, while Mike Fisher (14) watched from behind. Dubach finished fifth; Bayle sixth.

Larry Ward (10) and Matiasevich battled in the first 250cc heat race. Ward got the best of the fight and went on to finish seventh in the feature.

Indiana's Mike LaRocco gives the Citrus Bowl crowd thumbs up on the victory podium. The Orlando Supercross was LaRocco's first race on a Kawasaki.



The first semi saw Bradshaw and Stanton back out on the track, and, as expected, the two factory team rivals diced for the lead. Suzuki's Steve Lamson, who was riding with a sore knee, watched from a disant third.

Although Bradshaw stayed out front throughout the race, he was challenged by Stanton the entire distance. The pair were only inches apart lap after lap, and Bradshaw held on for a narrow win over the two-time champ. Lamson finished third, followed by Cooper and KTM's Keith Johnson. Finishing sixth, one spot out of the transfer positions, was Italian Michele Monte, a privateer Honda rider who's living in nearby Ocala while he's in the U.S.

Former factory Suzuki pilot Erik Kehoe led from start to finish in the second semi, while LaRocco finished second after a mediocre start. Fisher held back a hard-charging Emig to finish third, while Jeff Ward settled into fifth place, the last transfer position, just ahead of Dymond and Lechien.

Another Florida rider, Brian McElroy, from Ridge Manor, rode a flawless race in the Last Chance Qualifier. McElroy led from start to finish after detaching himself from a heated three-way battle for second - the last transfer position of the night - involving RRP/Aloe-Up's Ray Sommo, Rad & Bad's Fred Andrews and Dymond.

Sommo, Andrews and Dymond traded positions throughout the race, with Andrews prevailing over Sommo and Dymond.

The spectators were on their feet as the 30-second sign went up for the first Coors Light Challenge main event of the 1992 season. When the sign was turned sideways and the gate dropped, it was Yamaha's Emig who led the pack into the first turn, ahead of Matiasevich, Larry Ward, Lamson, LaRocco, Kiedrowski, Jeff Ward and Bradshaw.

Jeff Ward, who went into the first turn alongside Emig, said, "I had a great start but I got pinched off by Emig and dropped back."

Running in the middle of the pack were Stanton and Bayle.

Emig set the pace for the first half of the race with Matiasevich watching the leader's every move lap after lap. LaRocco eventually settled into third, while plenty of position changing was going on behind him.

"The holeshot really pumped me up," said Emig. "I thought, 'You can do this, you can win this thing.' "

Bradshaw went down on the fifth lap after passing Jeff Ward for fifth.

"I was coming into a corner and the back end swung around," Bradshaw said. "I was lying there and I saw Wardy (Jeff Ward) coming. I know he did all he could do to avoid me, but he ran over my leg. All I could think of was (former NFL quarterback) Joe Thiesman, I thought for sure it would break."

Bradshaw reentered the race near the back of the pack and spent the rest of the race working his way back up, where he would eventually finish fourth.

Near the halfway point Emig was still in command, and it looked as though Matiasevich would make a serious bid for the lead. Instead, Matiasevich suddenly began dropping back.

"I got a good start then I just stiffened up; sort of freaked out," Matiasevich said. "I didn't want to fall and started thinking, 'I don't want to fall, I don't want to fall.'

"My leg is about 70% right now," added Matiasevich. "It's not so much my leg that bothers me, it's just knowing that I'm not 100% when I'm sitting there on the starting line. That's what's tough."

Near the halfway point it was Emig still leading the way, followed by LaRocco, Kiedrowski, Stanton, Jeff Ward, Matiasevich, Larry Ward, Dubach, Bradshaw and Bayle.

Once into second, LaRocco began pressuring Emig. LaRocco made his move on the 10th lap when he dove to the inside of Emig in a turn and out-drove him down the next straight.

"I had a decent start, I saw who was ahead of me, and I just took my time," said LaRocco. "I did things as smooth and consistently as I could."

Less than a lap later, Emig was feeling even more heat from third-place Kiedrowski and fourth-place Stanton. While battling for postions down a section of whoops, Emig and Kiedrowski collided and went down in a heap, while Stanton snuck by unscathed and into second.

"We got into the whoops and Kiedrowski ran into the back of me," Emig said. "The last whoop is kind of like a drop-off; I was going off of it kind of sideways and he ran into me.

"That guy always seems to hit me from behind," laughed Emig. "All last year in the 125cc Nationals, he'd hit me from behind."

Kiedrowski said of the incident, "I was right behind Emig; going into the whoops I jumped four and he jumped two. I had some speed and Stanton was right next to me on my right — we were battling — and Emig started swapping. He got sideways and I hit his back wheel. There wasn't much I could do."

Both Emig and Kiedrowski reentered the race, but out of contention. Emig eventually finished eighth; Kiedrowski ninth.

Meanwhile, the race was on for the lead between LaRocco and second-place Stanton. Jeff Ward moved into third after Emig and Kiedrowski went down, and Matiasevich was a distant fourth. Bradshaw was fifth.

Stanton slowly reeled in LaRocco until he was within inches of the leader's rear wheel with about seven laps remaining. At that point, it looked as though Stanton was sizing up LaRocco for the kill, but every time Stanton made a charge for the lead, LaRocco would successfully counter his advances. With three laps remaining, Stanton made his most aggressive move on LaRocco by trying to out-brake the Kawasaki rider going into a left-hand turn. Stanton got his front wheel underneath LaRocco, but the Indiana rider simply pinched him off into the hay bales. Stanton nearly went down and ultimately lost some ground on the leader.

Trying to make up lost ground, Stanton made one last attempt to pass LaRocco on the last lap, but crashed in the whoops.

LaRocco crossed the finish line the winner with Jeff Ward trailing him home in second. Stanton remounted and finished third.

"I didn't want to do anything dumb; when I got into the lead, I was a little

Continued on page 50

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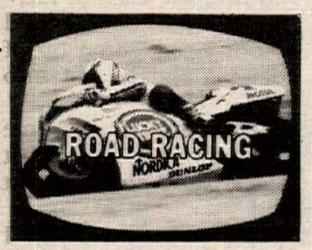

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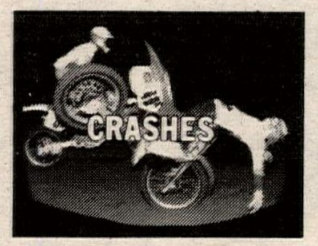

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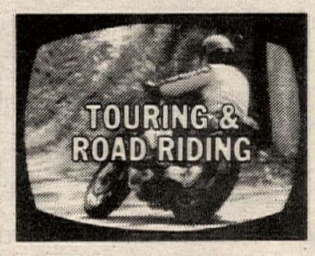

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991/50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Pancom from Progressive Design.

(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. this is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media group, from Progressive Design.

(#118A) Sturgis 1991: Dances with Motorcycles
With the '91 Sturgis Bike Rally as backdrop, "Dances with Motorcycles" explores the fascinating world of biking enthusiasts. Wayne Crane provides commentary, music by Creedence Clearwater Revival. 75 minutes, produced by Panacom, from Progressive Design.

(#117A) Sturgis 1991: The Official Video
This video captures all the Main Street mania, race track action, hill climb thrills and the great American road to Sturgis, including scenes filmed in Grand Teton and Yellowstone national parks. 77 minutes by Pocatello Media Group, from Progressive Design.

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(#14B) 1991 N. American Speedway Final
The last race held at Long Veterans Stadium on 3/2/91, turn out to be the most important speedway event of the 1991 season, determining which four N. American riders will go on to compete in the World Finals. 60 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships 1991
The best riders on ice from the USA and the world meet in Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

(#45A) 1990 Speedway US Nat'l C'ships
This climax to the 26 week long quest of races brings out the best of the top 18 speedway racers in the US to determine who carries #1 in 1991, in this 1 night winner-take-all event. 60 minutes from RAZ Video.

(#123A) 1991 Calif. State Speedway C'ship
Sixteen of the best riders in the United States race on California's longest speedway track in the 24th running of this prestigious event. 70 minutes from RAZ Video.

(#134A) '91 CA State Sidecar Speedway C'ship
See the crazy 1000+cc New Zealand sidecars race on the long Glen Helen track. Watch as Kawasaki, Yamaha, Suzuki, Ducati, MotoGuzzi and Harley powered sidecars race to decide the CA State Speedway Sidecar Championship. 60 minutes from RAZ Video.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes by Halmar.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT — Classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and more! 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scences of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing into History
Four famous British circuits & legendary heroes;John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video

(#130) It's a Triumph
Manufacturing of the classic pre-unjt Triumph motorcycle. 30 minutes from Motovideo

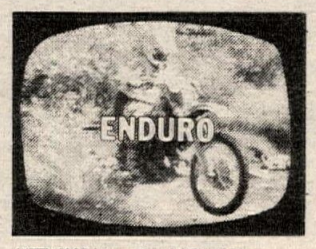
(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Hallman, Dave Bickers, Joel Robert, and Roger DeCoster, also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Pamelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.



(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walldum, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days and 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110) 1990 Blackwater 100
Motovideo has now produced 60 minutes on tape of the outrageous challenge of the Blackwater classic. This is America's Toughest Race the way it was meant to be seen!

(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross — Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes. By Motovideo.

(#54) V-Twin Maintenance
How to keep your Evolution Harley humming and looking new and save hundreds of dollars. Joe Minton hosts. By Tech Tapes.

(#100) Rick Johnson's "Motovation"
From Motovideo. Rick's 70 minute instructional tape comes complete with a pocket-sized handbook that the motocrosser can carry along and refer to in the field. RJ shows you how to ride better than you think you can.

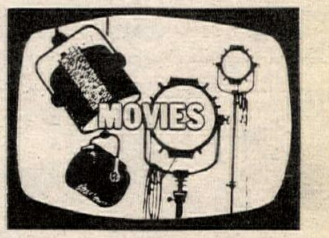
(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#111) "The Matazattack Video"
Follow "The Chicken" Jeff Matiasevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. 60 minutes of entertainment from Motovideo.

(#135) Street Smarts
The advanced course in urban street-riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles of experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Motovideo.

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video



(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix. 90 minutes from KWB Marketing Group.

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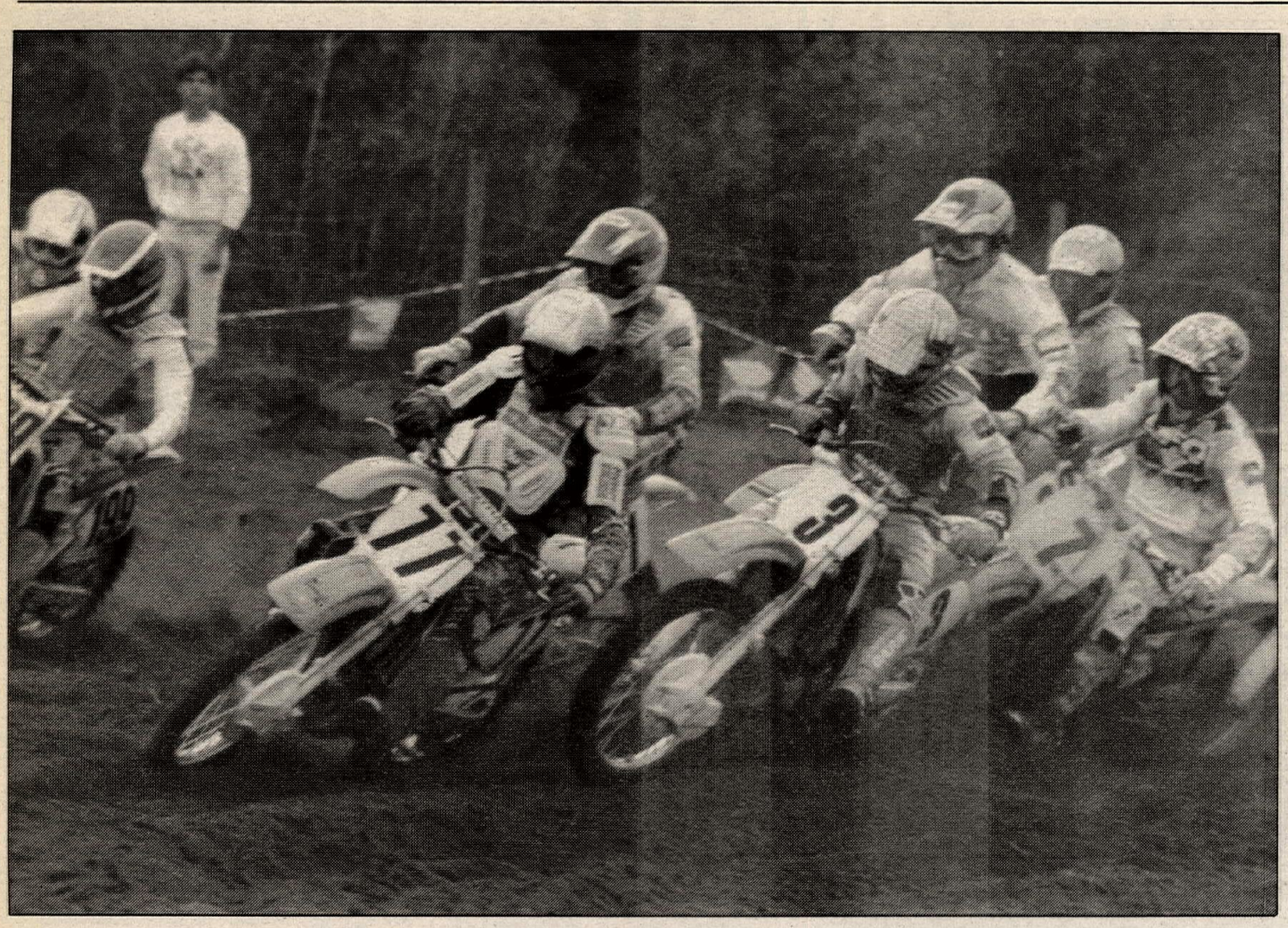
MOTOCROSS Florida Winter AMA Series: Round 2



First moto winner Tim Ferry (77), Jim Neese (3) and Trampas Parker (7) fight for the early lead in the 250cc Pro class.

The 16-24 class offered plenty of racing action, and it was Ryan Reynolds (199) who emerged with the number-one trophy.

DeVane, Henry master Diamondback sand

By Mike and Anne Adair

COCOA, FL, JAN. 4-5

The second round of the World-Sports' Florida Winter AMA MX Series traveled southeast to Cocoa's Diamondback Cycle Park following the successful series opener at Gainesville's Gatorback Park. Also making the commute were more than 600 riders, and two of the weekend's top riders were homestate favorite Vince DeVane and Connecticut's Doug Henry, both of whom scored Pro class wins in their respective divisions. Suzuki-mounted DeVane used a 1-2 combination to win the 125cc Pro class, while Yamaha rider Henry went 3-1 to clinch the 250cc Pro class victory.

"It sure feels good to win the 125cc class here," said DeVane. "I love a rough track and I was not disappointed today."

Henry, who's been spending much of the off-season racing out West, said, "I love to ride in Florida, better than out West. But the sand was hard to get used to again."

Perhaps the hottest rider of the day was another Floridian, Tim Ferry, who won the first moto in both 125 and 250cc Pro classes. But the demanding Diamondback track proved too much for the Kawasaki-mounted rider who afterwards said, "I felt good today, but it was a mistake riding two classes here. This deep sand gets rougher as the motos progress. I was a basket case in the final 250cc moto."

Nonetheless, Ferry was the runner-up in the 125cc class with a 1-2 score and sixth overall in the 250cc class after posting a 1-15 combination.

Among the 609 contingents was former 125 and 250cc MX World Champion Trampas Parker, but overheating problems with his Honda CR250 dropped him out of contention in both 250cc Pro motos.

"I'm here to train for some of the Camel Supercross Series events," said Parker. "I haven't ridden Supercross here in five years and I want to try it."

Parker will campaign the World Championship 250cc MX Series in 1992 — which gets underway in Holland, April 5 — on the Chambers-Gatorade Honda team.

Team Peak/Honda rider Mike Brown was the early leader in the first 125cc Pro moto. He led for two laps before fading back to sixth, where Brown finished the moto.

"After Vince (DeVane) and Timmy (Ferry) passed me, my arms pumped up, then the engine started losing power," Brown said.

Ferry and DeVane took control up front as they battled back and forth, until Ferry locked on to the lead position four laps from the end.

Following the moto, DeVane gave Ferry a lot of credit for the win. "He (Ferry) was having to take slow lines to deal with the lappers, and I used the fast ones to reel him in."

Ferry commented on the pass that put the finishing touch on DeVane: "Vince went wide in the downhill sweeper by the finish. I saw my chance, passed him and made it stick for the win."

Crossing the finish line in third place was Jeff Curry, while Kurt McMillen and Barry Carsten rounded out the top five.

Once again, Brown pulled the holeshot in the second moto, but DeVane shot past the early leader down the first straight. Once out in front, DeVane was untouchable as he motored ahead to score the second moto win and overall.

"It was nice not having to eat any dirt," said winner DeVane.

According to fourth overall finisher Carsten, staying out of one's roost was of high importance on the day. "The roost is a big factor on this track," said Carsten. "You can run right up on someone, but when trying to pass, you take a face full of dirt. Goggles are a critical item."

Ferry ended up holding off Curry for second place, which gave the Kawasaki rider second overall. Third in the moto was Curry, while Carsten was fourth and McMillen fifth.

Ferry nailed the holeshot at the start of the first 250cc Pro moto and was uncatchable, as he rode away with a wire-to-wire victory.

While Ferry cruised out in front, Fred Andrews and Henry battled back and forth for the runner-up spot, and it was Andrews who prevailed. After he had taken over second, Andrews didn't have a chance of catching the leader, Ferry.

Vince DeVane (106), here chased by Kevin Foley (111) and Justin Jackson (6) in the 250cc A class, was the overall winner in the 125cc Pro division, via 1-2 moto finishes.

Don Leddy (32) was the runner-up in both the 85 and 65cc (7-11) classes.

"Timmy (Ferry) got away clean and after I took second from Henry, I couldn't even see him up front," Andrews said.

Suzuki-mounted Brian McElroy was the early leader in the second 250cc moto. He led for four laps before Henry reeled him in and passed the Suzuki rider. Once around McElroy, it was clear sailing for Henry, who crossed the checkered flag out in front and secured the overall victory with 3-1 moto finishes.

McElroy, who landed second in the moto for third overall via a 6-2 tally, said, "We're still having troubles with the main bearings. The bike runs strong and then at midrace starts knocking and losing power."

First-moto winner Ferry spent most of the moto in third battling with McElroy and Andrews, but eventually dropped back and finished 15th.

"I just got too tired," admitted Ferry. "I wasn't keeping the front end up and stuffed into a hole. I smashed my nose and think it may be broken."

Yamaha rider Earl May moved in behind Andrews after Ferry dropped back and began challenging Andrews for third. May's persistence paid off, as he slipped by Andrews and held him at bay. May, who finished eighth in the first moto landed fourth overall. Fifth overall was Canadian Ross Pederson who went 10-5.

Pederson returned on the track in the Vet Pro division and spent his time dicing, although unsuccessfully, with Honda rider Alan Andreu. Andreu locked up the overall win after surviving a strong comeback by Pederson in the second moto.

"Ross was coming on strong in the final moto," Andreu said. "I heard him behind me and knew that I had to ride for it."

Pederson came up and passed Andreu only to lose the lead two laps later. After that, Andreu held on for the win.

Rounding out the top five overall were Don Grahn, Ricky Palmer and Kip Bigelow.

Saturday's 125cc Expert class featured some close racing. Kawasaki rider Scott Sheak was the early leader in the first moto, until Barry Carsten moved in and passed him at the halfway point. Carsten held on for the moto win.

John Kitsch and his Suzuki jammed into the lead at the start of the second moto, but it was Kawasaki-mounted Jeff Curry eventually scoring the moto win. By finishing second in the moto, Carsten secured the overall victory ahead of Curry, Jim Neese, Kitsch and Bradley Lockhart.

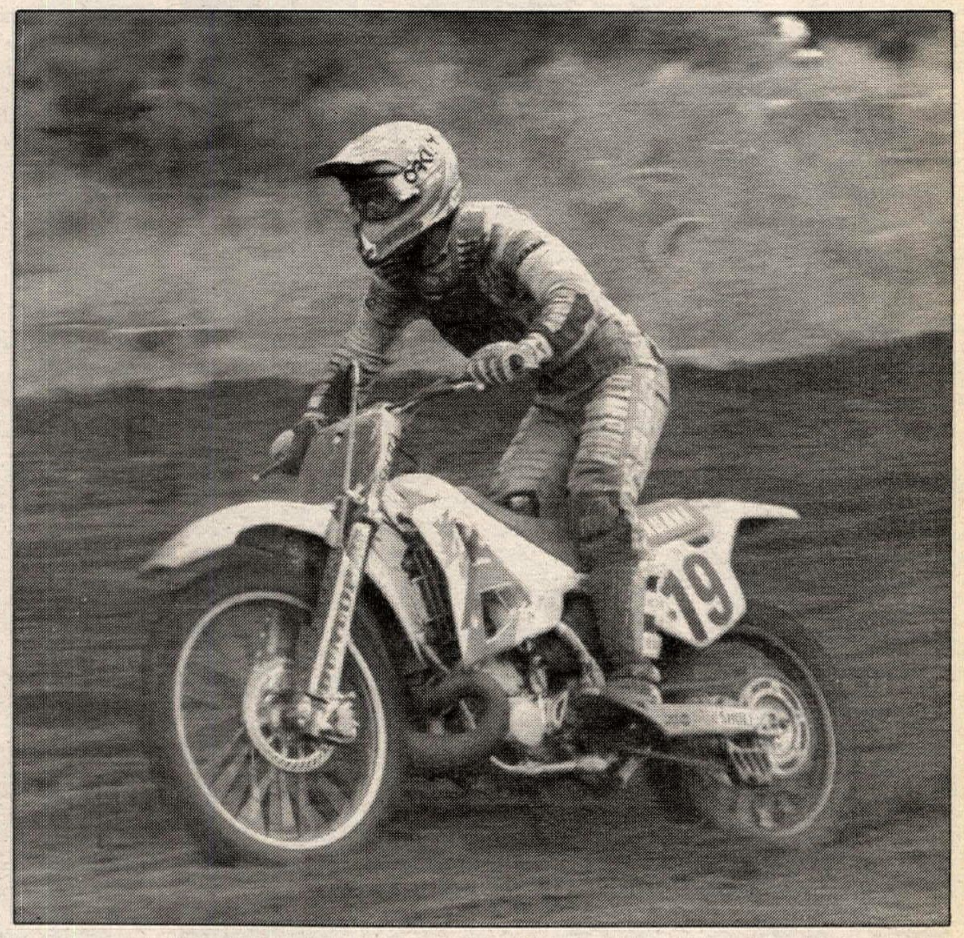
The 250cc Expert class was all Ferry's. He commanded both motos for a perfect 1-1 score. His nearest competitors were May and Curry. The two riders finished second and third, respectively, in the overall class standings.

May said, "Those were the two best starts that I've had in a long time and Timmy was still long gone. He was pulling two seconds a lap on us."

Ricky Carmichael and Kevin Windham kept their records clean in the 85cc (12-13) and (14-15) divisions, respectively. However, Carmichael couldn't perform a repeat performance in Sunday's Mini A class after losing out to Robbie Skaggs. Paul Currie was third overall, followed by Kenneth Jones and Darren McElhattan.

In the Women's class, Cindy Cole and Kim Sybert traded moto victories, but it was Cole scoring the overall via the second tie-breaking moto victory. After riding the second moto in pain, Cole said, "I fell in the first moto and hurt my arm, then in the second moto, I went off the edge of a jump and hurt it again." CN

A 3-1 moto score gave Doug Henry the overall victory in the 250cc Pro class.



Results

125 PRO: 1. Vince DeVane (Suz) 1-2; 2. Timmy Ferry (Kaw) 2-1; 3. Jeff Curry (Kaw) 3-3; 4. Barry Carsten (Suz) 5-4; 5. Kurt McMillen (Suz) 5-4; 6. Hayden Richards (Kaw) 8-6; 7. Monti Michele (Hon) 6-8; 8. Billy Schlag (Kaw) 10-10; 9. Bradley Lockhart (Hon) 15-9; 10. Travis Blackburn (Kaw) 14-12.

250 PRO: 1. Doug Henry (Yam); 2. Fred Andrews (Suz) 2-4; 3. Brian McElroy (Suz) 6-2; 4. Earl May (Yam) 8-3; 5. Ross Pederson (Suz) 10-5; 6. Timmy Ferry (Kaw) 1-15; 7. Carl Vaillancourt (Kaw) 9-8; 8. Alan Andreu (Hon) 13-6; 9. Jim Kapitan (Suz) 15-7; 10. Jim Neese (Kaw) 12-10.

VET PRO: 1. Alan Andreu (Hon); 2. Ross Pederson (Suz); 3. Don Grahn (Hon); 4. Ricky Palmer (Hon); 5. Kip Bigelow (Hon).

125 A: 1. Barry Carsten (Suz); 2. Jeff Curry (Kaw); 3. Jim Neese (Kaw); 4. John Kitsch (Suz); 5. Bradley Lockhart (Hon).

250 A: 1. Timmy Ferry (Kaw); 2. Earl May (Yam); 3. Jeff Curry (Kaw); 4. Justin Jackson (Kaw); 5. Vince DeVane (Hon).

P/W: 1. James Stewart (Yam); 2. Jeremy McDow (Yam); 3. Chaz Northey (Yam); 4. Brian Gray (Yam); 5. Justin Holstein (Yam).

65 (7-11): 1. Matt Walker (Kaw); 2. Donald Leddy (Kaw); 3. Jessie Ballard (Kaw); 4. August Lausberg (Kaw); 5. Aaron Lindsey (Kaw).

85 (7-11): 1. Jeremy Shuttleworth (Kaw); 2. Donald Leddy (Suz); 3. Travis Pastrana (Suz); 4. Daniel Leddy (Suz); 5. Aaron Lindsey (Kaw).

85 (12-13): 1. Ricky Carmichael (Kaw); 2. Brian Thornburg (Suz); 3. Josh Keilty (Suz); 4. Robbie Horton (Kaw); 5. Joseph Haley (Kaw).

85 (14-15): 1. Kevin Windham (Kaw); 2. Richie Horton (Kaw); 3. Jarrett Tipping (Suz); 4. Jeff Easley (Hon); 5. Robbie Skaggs (Kaw).

MINI A: 1. Robbie Skaggs (Kaw); 2. Rickey Carmichael (Kaw); 3. Paul Currie (Kaw); 4. Kenneth Jones (Hon); 5. Darren McElhattan (Hon).

WMN: 1. Kim Sybert (HOn); 2. Cynthia Cole (Yam); 3. Linda Cassells (Yam); 4. Beth Remis (Kaw); 5. Susan Rothmaier (Hon).

YTH (12-15): 1. Anthony Pocorobba (Hon); 2. Doug Dehaan (Suz); 3. Kenny Yoho (Suz); 4. Ramsay Buckeley (Hon); 5. Kevin Windham (Kaw).

YTH (16-24): 1. Ryan Reynolds (Hon); 2. Jeff YUemtzer (Kaw); 3. Dustin Rounds (Yam); 4. Tim Denardis (Kaw); 5. Bryan Abel (Hon).

PLUS-25 A: 1. Earl May (Yam); 2. Fred Andrews (Suz); 3. Kevin Foley (Kaw); 4. Matthew Crown (Suz); 5. Ross Pederson (Suz).

PLUS-30 A: 1. Kip Bigelow (Hon); 2. Ricky Palmer (Hon); 3. Ross Pederson (Suz); 4. David Bowman (Suz); 5. Bart Lucas (Hon).

PLUS-35: 1. Don Grahn (Hon); 2. Robbie Neeley (Kaw); 3. David Bowman (Suz); 4. Thomas Bragg (Hon); 5. David Johnson (Kaw).

PLUS-40: 1. Barry Mayo (Hon); 2. Thomas Bragg (Hon); 3. Dave Curry (Kaw); 4. Frank Carillo (Hon); 5. Kenneth Brown (Yam).

PLUS-25 B/C: 1. Kevin Knight (Hon); 2. Wyndell Kern (Hon); 3. Brian Coughlin (Hon); 4. Mike McConville (Hon); 5. Michael Suddeth (Yam).

PLUS-30 B: 1. Phillip Page (KTM); 2. Dell Miller (Suz); 3. John Lundy (Hon); 4. Tony Gallardy (Yam); 5. Ronald Dobbs (Hon).

125 B: 1. Andrew Despain (Hon); 2. Kenny Yoho (suz); 3. Chris Brown (Kaw); 4. Adam Menck (Suz); 5. Doug Dehaan (Suz).

250 B: 1. Anthony Pocorobba (Hon); 2. Ricky Hamshire (Suz); 3. Dustin Rounds (Yam); 4. Adam Herrich (Suz); 5. Ritchell Jones (Hon).

500 NOV: 1. Kevin Knight (Hon); 2. Wyndell Kern (Hon); 3. Patrick McCormick (Kaw); 4. Mike McConville (Kaw); 5. Robert Farnell (KTM).

125 C: 1. Freddie Mitchell (Suz); 2. Allen Kundrot (Suz); 3. Jocob Kielth (Suz); 4. Shaw Dunkel (Yam); 5. Jeremy Fogg (Kaw).

250 C: 1. Barrett Duchscher (Kaw); 2. Michael Sluddeth (Yam); 3. Tate Dundel (Hon); 4. Mark Johnson (Yam); 5. Rodney Gentry (Yam).

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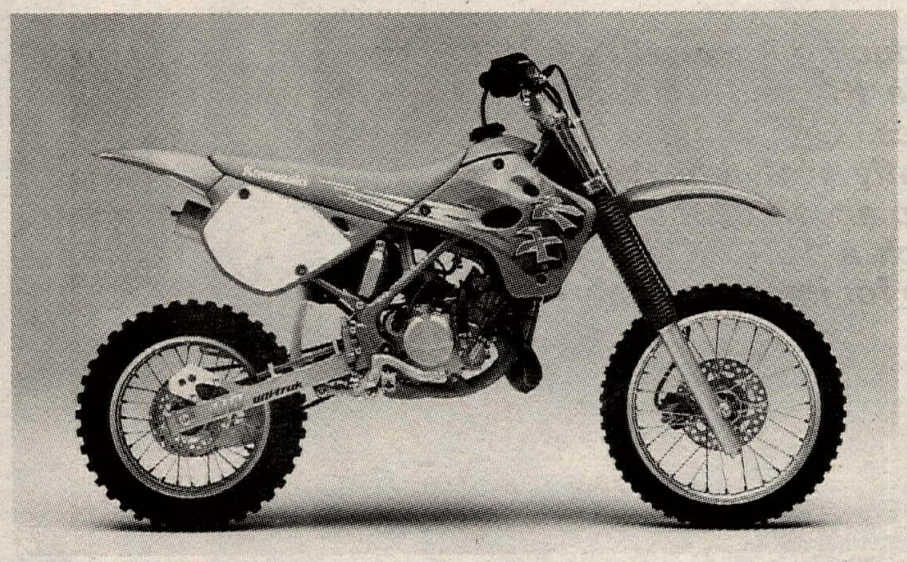

1992 KX80

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- Higher compression ratio and added booster port result in the hottest KX80 ever.
- Trick oval-shaped aluminum silencer keeps the weight and noise down.
- Improved ignition coil delivers a hotter spark for stronger engine performance.
- Available in standard and big wheel sizes.

1992 KX125

- New cylinder and KIPS system feature a guillotine-slide type exhaust valve for more precise port timing and a smaller, more compact cylinder assembly.
- New floating front brake disc helps keep the disc in alignment with the caliper.
- The perimeter frame is even stiffer between the swingarm and steering head.
- Larger-diameter clutch assembly.
- New chassis geometry and slimmer body-work.
- New cases feature modified transfer ports for better intake charge flow.
- Longer-stroke engine helps the KX125 hook up for better acceleration.

1992 KDX250/KDX200

- Both bikes feature crescent-slide carbs that speed intake velocity for quicker throttle response and improved low-end power.
- The KX-based KDX250 engine is specially tuned for enduro-type riding. Lots of low-end grunt for long hills and plenty of top-end for fire roads.
- The KDX250's trick perimeter frame and deep-drop tank carry the fuel load way down in the frame for excellent mass centralization.

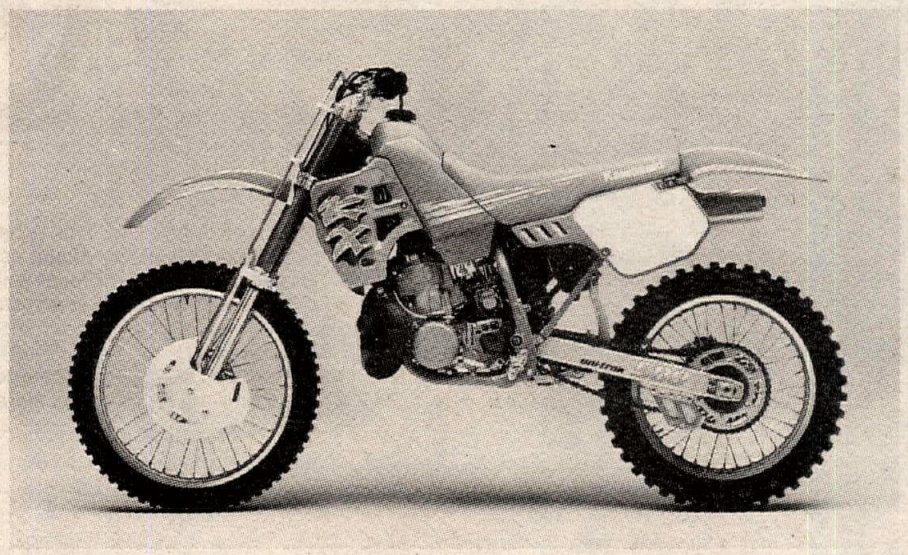
See the 1992 KX/KDX Motorcycles

THE SPECIES

Introducing Kawasaki's 1992 MX and Off road Line-up - the KX and KDX Models. — Changed where it improves. Left alone where it doesn't. Our bikes are constantly evolving: the '92 Kawasakis are just doing it a step ahead of the competition, which is where on the track a 1992 KX or KDX will put you. Kawasaki. Change for improvement. Not for the sake of it.

1992 KX250

- New bodywork makes the '92 the slimmest KX250 ever built.
- New longer shock body for added durability.
- New bore & stroke helps you get the power to the ground-something you'll appreciate because the new porting, pipe and airbox give you more to put there.



1992 KX500

- 39mm crescent-slide car speeds intake velocity for quicker throttle response and rheostat-smooth low-end power.
- Rigid 43mm tubes help make the upside-down cartridge fork the best in class.
- Adjustable UNI-TRAK suspension system flattens the nastiest stuff on the track with 13 inches of travel.
- Automatic engine decompression system means easier starts.

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MOTOCROSS 16th CMC/Valvoline Golden State Nationals: Round 2

Overall 250cc Pro class winner Tyson Vohland (V27) leads brother Tallon (26), Roy Snellingen (1L) and Rich Taylor (74).

David Pingree (23) smoked the 125cc Intermediate class into turn one. Anders Svardvik (53) and Ty Kady (3T) follow.

Vohland, Snellingen smoke 'em at Marysville

By Donn Maeda

MARYSVILLE, CA, JAN. 4-5

Tyson Vohland and Roy Snellingen were the big winners at round two of the CMC Golden State Nationals, held at Marysville's sandy E Street track. Vohland posted a pair of runner-up finishes aboard his NCY/Yoko/Regina/Dunlop/Motul/Pro Circuit/Renthal/Scott/Shoei-backed Yamaha YZ250 to score the overall win in the 250cc Pro class, and backed it up with a strong second overall in the 125cc Pro class behind Snellingen. Snellingen, aboard a R&D Racing/AXO-backed Suzuki RM125, scored his second consecutive win of the series in convincing style, and returned in the 250cc Pro class to finish third overall.

Despite the heavy rain that fell throughout the week prior to the race, 601 riders showed up to compete over the weekend of racing. Racers enjoyed two dry motos of competition, as the rain stopped falling at the beginning of each day.

Tyson's brother, Tallon Vohland, had the quickest clutch hand at the start of the opening 125cc Pro moto and led Kawasaki Team Green's Danny Nelson, Snellingen and Scott McElroy into turn one. Snellingen roosted past Nelson in the third turn and set after Vohland, but met little success. Vohland circled the track with a comfortable three-second lead over Snellingen, who in turn enjoyed a five-second cushion over Nelson. McElroy held fifth until lap five, when Team Suzuki's Steve Lamson motored past. Spud Walters passed McElroy a few turns later, and soon found his way past Lamson.

"The bike is brand new," said Lamson. "We didn't really break it in right, and I think the motor started to seize up."

All looked well for Vohland until he lost control in a wet section of the track, and took a trip over the bars on the last lap of the eight-lap moto.

Snellingen was happy to assume the lead, while Vohland scrambled to remount. Snellingen greeted the checkered flag first, ahead of Vohland, Nelson, Walters and Lamson.

"I like this type of sandy track," said Snellingen. "It's like the tracks in Norway. Everything went well, but I had to take my goggles off near the end and it slowed me down a bit."

"I hit a wet section, and the sand just grabbed my shock linkage," said Vohland, who will contest the 1992 125cc World Championships as a member of the Carpi Suzuki team. "The next thing I knew I was sailing over the bars."

Randy Moody blasted off the line in the second moto, with Lamson, Tyson Vohland, Snellingen and Scott Myers only inches behind. Moody went wide in turn four, and dropped to fifth. Lamson assumed the point position, and began to establish an immediate lead. Vohland settled comfortably into second, while Snellingen cruised around the track in third.

Meanwhile, Myers fell off the pace after the second lap and dropped to fifth behind Moody and a hard-charging Ray Crumb. On lap six, Lamson's motor bogged as he approached a downhill double jump, and he was spit over the bars. Shaken but uninjured, Lamson retired for the day.

Vohland scored the moto win ahead of Snellingen, Moody and Crumb, but it was Snellingen who scored the overall win. Vohland's second moto win offset his first-moto seventh enough to secure second overall, while Nelson scored third via 3-6 moto scores.

"I knew that I had the overall win, so I just rode as fast as I needed to," said Snellingen.

"I fell a couple of times in the first moto, that kinda spoiled it for me," said Vohland. "Things went better in the second moto, though."

Snellingen blasted out of the gate in the first 250cc Pro moto with Tyson and Tallon Vohland, Rich Taylor and Myers in hot pursuit. Tyson Vohland found a fast line in the far section of the track and assumed the lead, while Taylor swapped to the ground while exiting a deeply rutted turn.

Meanwhile, Lamson set a torrid pace after suffering a poor start and began to forge his way towards the front of the pack. By lap three, Lamson was breathing down Tallon's neck for third. Lamson passed Tallon in a whooped out section, and quickly reeled in Snellingen.

On lap five Snellingen had trouble getting by a lapped rider, and Lamson stuffed his way into second. Once into second, Lamson closed the gap between himself and Tyson, and bounced past on the last lap. Lamson scored the win, ahead of Tyson, Snellington and Tallon.

"I didn't get that great a start," said Lamson. "But I was able to work through traffic pretty easily. I just kept plugging away, and I got Tyson on the last lap when he bobbled."

Rodney Smith took control at the start of moto two, with Tallon, Myers, Snellingen and Tyson trailing. On lap one, Tallon soared past Smith and into the lead. Once out front, Tallon set sail, as he was never seriously challenged throughout the shortened six-lap moto. Tyson was next to strike, as he jumped past Snellingen and snuck under Myers to move into second. Snellingen also displaced Myers, and finished an eventual third. Tyson's more consistent 2-2 scores edged his brother's 4-1 for the overall, while Snellingen was third overall, via his 3-3 finishes.

"I just told myself to calm down and ride," said Tallon. "I was riding too hard earlier, and it wasn't working."

"Once I got into second, I knew that gave me the overall and Tallon second," said Tyson. "This is one of our home tracks, and we always seem to do well here."

Eurocycles/Yoko-sponsored Carlo Hulsen snagged the holeshot in the first 500cc Pro moto, just ahead of Rich Taylor, Dan Berg and Jeff Pestana. Hulsen began to open an immediate lead, although Taylor had his Rad n' Bad-backed Honda screaming in an attempt to stay with the leader. Pestana found his way past Berg on lap four,

but lost his front end in the finish turn a few laps later.

"It just washed out, I never had a clue," said Pestana.

Pestana remounted after being passed by Berg, but rode like a man possessed in pursuit of Berg. Pestana repassed Berg on lap five and cruised for the remainder of the race. Hulsen scored the moto win, ahead of Taylor, Pestana and Rex Staten, who passed Berg on the last lap.

As the sun began to set, Hulsen grabbed his second holeshot of the day in moto two, but lost the lead to Taylor on the first lap. Behind Hulsen, Tim Telford, Pestana and Staten argued over third. Pestana forced his way past Telford in a rough section of the track and began to reel in the leaders.

Meanwhile, Taylor had his hands full, as Hulsen shadowed his every move. Hulsen motored past on lap three and started to pull away. Pestana crashed on lap four and dropped to sixth, but managed to bezerk his way up to fourth by the moto's end. Taylor crashed on the last lap and lost a position to Staten, finishing third.

"It was starting to get really dark," said Taylor. "I hit a bump that I didn't see."

Hulsen scored the overall, while Taylor's 2-3 finishes topped Staten's 4-2 and Pestana's 3-4.

Goki Manufacturing/Larry Kirsch-backed Karl Lindstrom emerged as the weekend's dominant Junior class rider, as he swept all four motos in the 250 and 500cc classes.

In the first 250cc Junior moto, Lindstrom assumed the lead on lap one and led Russell Lee and Daren McLaughlin across the finish line. In moto two, Lindstrom pulled tha same hat trick, while McLaughlin muscled his way into second. Lee crashed back to sixth, while Jason Matthews finished in the third spot. Lindstrom was uncontested for the overall win, while McLaughlin topped Lee for second overall.

Lindstrom returned in the 500cc Junior class and romped away with two convincing moto wins. McLaughlin followed Lindstrom across the finish line in both outings, while Brandon Hogg and Scott Hoffman took turns in third. Hoffman's 5-3 scores topped Hogg's 3-5 for third overall.

"I don't get to ride in sand a whole lot," said Lindstrom. "But I felt really good today."

Lindemann Engineering-sponsored John Matalamaki scored the overall win in the Vet Junior class, ahead of Daniel Castro and Joe Brown.

Matalamaki diced with Steve Fry early in moto one, but pulled out a comfortable lead at the finish. Castro scored third in the first moto, just ahead of Brown.

Camel Pro Series dirt tracker Ricky Graham nailed the holeshot in moto two, oddly enough; from the second row.

"Right before the start I got kicked out of my gate," said Graham, a two-time Grand National Champion. "The only gate left was on the inside, so I just started behind the guy."

Matalamaki trailed Graham out of turn one, but assumed the lead on lap two and began to pull away. Graham rode a steady pace, though, and steadily ate away at Matalamaki's lead as the moto wound down. Graham motored into the lead on the next to last lap and pulled away to score a convincing moto win. Matalamaki finished second, ahead of Castro and Brown.

"I just got tired, I'm racing two classes today," said Matalamaki. "Who is that guy, anyway?"

Taylor inherited the 500cc Pro series points lead at Marysville.

"This is the first motocross that I've raced in 14 years," said Graham. "I'm just trying to get in shape for the upcoming Camel Pro season."

American Suzuki/100%/Peak/PJ1/Splitfire/JT USA/Tsubaki/Sunstar/WD-40/Shoei/Apache Suzuki-sponsored David Pingree scored top honors in the 125cc Intermediate class. Pingree romped home the winner in moto one, with Terry Parsons and Anders Svardvik second and third, respectively. Pingree suffered a poor start in moto two and was forced to work through the pack, while Jeff Brownlee grabbed the holeshot and ran away with the moto win. Pingree dashed into second at the checkered flag, ahead of Jonas Dunn and Tracy Asher. Pingree earned the overall, ahead of Brownlee and Parsons, who finished fifth in moto two.

"The first moto was pretty easy," said Pingree. "But I had to bezerk it in the second moto. Once I got into second I knew I had the overall."

Shaun Perolio scored the win in the first 80cc Intermediate moto, but it was Willoh, aboard a Kawasaki Team Green/PVK/O'Neal-backed KX80 that scored the overall win. Willoh rode to a conservative second in the first moto, and pulled out the stops in moto two. Perolio could only muster a sixth in the second moto, but still managed to score second overall. Jason Shirey scored third overall with 4-4 moto finishes.

DMC/SCR/Joe Schmoe Graphics-backed Jerry Aleman roosted the competition in the 60cc 9-11 class by posting two perfect moto scores. Aleman led Monte Montague and Scott Conley across the finish line in moto one, and ran away from Conley and Travis Riley in moto two. Conley was second overall, ahead of Riley.

Aleman kept his winning streak alive in the 80cc Open class, as he turned in similar 1-1 finishes to nab the overall win. Conley was the runner-up in both outings, while Eric Williams scored third overall with his 5-4 showings.

Kyle Partridge motored to the Pee Wee Stock Beginner class win aboard his Cycle Engineering-sponsored Yamaha. Partridge captured both moto victories, well ahead of Kit Kunath and William Hammer.

Sweden's Pierre Oxelmark ripped to double moto victories in 125cc Junior Division Two. The Del Amo Suzuki/Thor/Bateman Termite-backed rider easily out-distanced Raymond Bowers in both motos. Bobby Krajewski finished fourth in moto one and third in moto two to earn third overall. CN

Camel Pro Series dirt tracker Ricky Graham (3) topped John Matalamaki (20) for the win in the second Vet Junior class moto. Matalamaki scored the overall.

John Russell (47J) grabbed the holeshot in the second 250cc Beginner moto.

Results

P/W STK BEG: 1. Kyle Partridge (Yam); 2. Kit Kunath (Yam); 3. William Hammer (Yam); 4. Buck Gulley (Yam).

P/W STK JR: 1. Emitt Kling (Itj); 2. Michael Blose (Yam); 3. Kevin Roberts (Yam); 4. Brandon Whitt (Yam); 5. Jacob Gregg (Yam).

P/W MOD: 1. Michael Blose (Yam); 2. Robert Harold (Yam); 3. Emitt Kling (Itj); 4. Kellen Chadwick (Yam); 5. Christopher Loredo (Yam).

60 0-8: 1. Chris McNatt (Kaw); 2. Bryan Jaramillo (Kaw); 3. Randy Norman (Kaw); 4. Bobby Bonds (Kaw); 5. Shane Bess (Kaw).

60 9-11: 1. Jerry Aleman (Kaw); 2. Scott Conley (Kaw); 3. Travis Riley (Kaw); 4. Billy Payne (Kaw); 5. Eric Williams (Kaw).

80 OPEN: 1. Jerry Aleman (Suz); 2. Scott Conley (Suz); 3. Eric Williams (Kaw); 4. Robert Blake (Hon); 5. Monte Montague (Kaw).

80 BEG: 1. Scott Conley (Suz); 2. Jacob Machowsky (Hon); 3. Monte Montague (Kaw); 4. Chad Norton (Kaw); 5. Jesse Ketcham (Suz).

80 JR: 1. Jimmy O'Neal (Hon); 2. Jerry Aleman (Suz); 3. Jon Raymond (Hon); 4. Marc Henderson (Suz); 5. Casey Lytle (Hon).

80 INT: 1. Jeff Willoh (Kaw); 2. Shaun Perolio (Hon); 3. Jason Shirey (Kaw); 4. Dustin Nelson (Suz); 5. Travis Preston (Hon).

80 EX: 1. Casey Johnson (Kaw); 2. Jason Partridge (Kaw); 3. John Leddy (Kaw).

125 BEG D-1: 1. Eric Carter (Hon); 2. Paul Gilmartin (Kaw); 3. Paul Fromyamaha Kellen (Yam); 4. Ryan Carrol (Yam); 5. John Nolte (Yam).

125 BEG D-2: 1. Eric Hartman (Suz); 2. Randy Webb (Kaw); 3. Paul Beyer (Kaw); 4. Jason Sobiesiah (Suz); 5. Steve Reed (Hon).

125 JR D-1: 1. Cory Holcomb (Suz); 2. Scott Johnson (Suz); 3. Steve Richards (Hon); 4. Johnny Williams (Kaw); 5. Chris Allen (Suz).

125 JR D-2: 1. Pierre Oxelmark (Suz); 2. Raymond Bowers (Kaw); 3. Bobby Krajewski (Suz); 4. AJ Lamb (Suz); 5. Johny Chavez (Yam).

125 INT: 1. David Pingree (Suz); 2. Jeff Brownlee (Suz); 3. Terry Parsons (Hon); 4. Steve Andrich (Kaw); 5. Chris Barker (Hon).

125 PRO: 1. Roy Snellingen (Suz); 2. Tyson Vohland (Yam); 3. Danny Nelson (Kaw); 4. Randy Moody (Suz); 5. Tony Graves (Hon).

250 BEG: 1. Anthony Leimas (Hon); 2. Todd Alden (Kaw); 3. John Sain (Yam); 4. Daniel Castro (Yam); 5. Roland Bailey (Kaw).

250 JR: 1. Karl Lindstrom (Hon); 2. Daren McLaughlin (Hon); 3. Russell Lee (Kaw); 4. Mike Scott (Yam); 5. Jason Matthews (Hon).

250 INT: 1. Anders Svardvik (Hon); 2. David Pingree (Suz); 3. Roby Leach (Hon); 4. Kevin Yeagher (Hon); 5. Kenny Zahrt (Yam).

250 PRO: 1. Tyson Vohland (Yam); 2. Tallon Vohland (Suz); 3. Roy Snellingen (Suz); 4. Rodney Smith (Suz): 5. Billy Joe Mercier (Yam).

500 BEG: 1. Dave Westfall (Hon); 2. Eric Colson (Hon); 3. Don Grant (Hon); 4. Dana Henke (Hon); 5. Ken Johnson (Hon).

500 JR: 1. Karl Lindstrom (Hon); 2. Daren McLaughlin (Hon); 3. Scott Hoffman (Hon); 4. Steven Storie (Yam); 5. Brandon Hogg (Hon).

500 INT: 1. Jason McCormick (Hon); 2. Roby Leach (Hon); 3. Kevin Yeagher (Hon); 4. Tim Whitlock (Hon); 5. Dennis Dahlin (Kaw).

500 PRO: 1. Carlo Hulsen (Hon); 2. Rich Taylor (Hon); 3. Rex Staten (Hon); 4. Jeff Pestana (Hon); 5. Tim Telford (Hon).

UTH JR: 1. John Matalamaki (Yam); 2. John Spain (Yam); 3. Steven Storie (Yam); 4. Mark Brooks (Suz); 5. Ron Hampshire (Hon).

UTH INT: 1. Lance Burgess (Suz); 2. Steve Reeves (ATK); 3. Tom Berry (Hon); 4. Merle Hammer (Yam); 5. Tavin Weinrick (Kaw).

VET JR: 1. John Matalamaki (Yam); 2. Daniel Castro (Yam); 3. Joe Brown (Yam); 4. Steve Fry (Hon); 5. Ricky Graham (Hon).

VET INT: 1. Lance Burgess (Suz); 2. David Zahrt (Yam); 3. Tavin Weinrick (Kaw); 4. Mark Brooks (Suz); 5. Daniel Scharf (Suz).

VET MSTR: .1 John Volk (Suz); 2. Tony Milner (Yam); 3. Andy Warnock (Hon); 4. Kenny Zahrt (Yam); 5. Tim Marsh (Hon).

VET PRO: 1. Rex Staten (Hon); 2. Larry Wosick (Yam); 3. Pete Murray (Suz); 4. Warren Hickman (Hon); 5. Daniel Turner (Kaw).

OT JR: 1. Lee Johnson (Hon); 2. Tim Ketcham (Hon); 3. Pat Graham (Hon); 4. John Meuslins (Hon); 5. Larry Sabado (Kaw).

OT INT: 1. LeRoy Smith (Hon); 2. Terry Judd (Yam); 3. Gary Highland (Yam); 4. Jim Boyd (Yam); 5. Tim Colvert (Hon).

OT MSTR: 1. Jim Lamkin (Hon); 2. Terry Sage (Hon); 3. Larry Hartnett (Suz); 4. Gary Doggett (Hon); 5. Larry Lacey (Yam).

WMN: 1. Rhonda Cruse (Yam); 2. Jodi Hollow (Suz).

MOTOCROSS GFI California Winter MX Series South: Round 2

Jamie Mitchell (47), David Smith (40) and Baline Towe (37) fight for position in front of the 250cc Novice field. William Nash (111) was the overall winner.

Darren Elliot (178), Eddie Davis (17), Loren Pochirowski (8) and Eric Beingesser (51) battled in Perris Raceway's back section during +25 Intermediate class action.

Roger Oreb (224) and Chris Gendusa diced in the 500cc Beginner class.

Radzinski reigns at Perris Raceway

By Tony Alessi

PERRIS, CA, JAN. 4

Chris Radzinski didn't win a moto, but he used consistent finishes to score the 25-29-year-old Intermediate class overall victory during round two of the GFI California Winter Series at Perris Raceway.

The Perris motocross facility, as was all of southern California, was struck by numerous rainstorms during the days preceding the event, which left the traditional course saturated. In an effort to accommodate the riders, GFI race promotor Goat Breker designed an all-new track on higher ground in another region of the property. The new track featured numerous hairpin and off-camber turns combined with many high-speed areas. Conditions were dry throughout the day with average lap times just under the three minute mark.

Nearly two inches of rain fell Saturday night and nearly flooded the facility for Sunday's Intermediate, Pro, Vet and Old Timers classes. An emergency riders meeting was held and the 200 racers that assembled were offered the option of racing two motos or rescheduling the event. The riders decided unanimously to reschedule the event in hopes of preserving their $4000 machines for a better day later in the series.

Quad champ Gary Denton dashed into turn one first in the opening 25-29 Intermediate class moto while Eddie Davis, Jeff Scott and Radzinski funneled in behind. When the pack emerged from the second turn, Radzinski shot to second and began to challenge Denton for the lead.

"I started about fifth, then everyone went single file into the next turn so I went outside through a muddy line wide open, and when I looked up only Denton was in front of me," Radzinski explained.

Series point leader Chris Lance and Todd Broussard crashed into each other during the start. Lance charged back to sixth by the second lap behind Larry Lawrence and George Wallace, who were engaged in a close battle for fourth. But suddenly Lance and his machine went cartwheeling off the track, "I came into the sweeper real high in the turn when I hit a rock and went flying into a rain rut," Lance said.

Moments later Wallace was slammed off the track by a very determined Lawrence.

"Larry was riding real aggressive. After we landed off a jump, we slammed hard and I went sailing off the track," Wallace explained.

Lawrence stayed up and set after third-place Davis. Lawrence caught Davis on the fifth lap and unleashed a fury of aggressiveness that propelled him to third and left Davis on the ground. Denton continued to lead with Radzinski relentlessly pursuing in second.

"I was struck behind Denton, I was faster in the high speed areas, he was better in the tight stuff," Radzinski explained. "I have raced desert for the last year, it definitely helped in the faster areas."

During the remaining laps Lawrence reeled in and passed Radzinski for second, then closed to within a few feet of Denton, who took the moto win. Radzinski finished third while John Griffin moved up to fourth followed by Kevin Fringer in fifth.

At the start of the second moto, Radzinski was first to drop into the deep groove in the first turn followed by Denton, Lawrence and Wallace. Radzinski opened a five-second lead during the opening lap while Denton and Lawrence battled for second before they both crashed to the ground.

"I saw the whole thing from fourth place," Wallace said. "Denton fell over in a deep, grooved turn and Lawrence crashed into him and blocked the track."

Lawrence quickly remounted and held second after forcing Wallace up the side of a rock ledge. While Wallace was re-entering the track, Lance and Fringer moved into third and fourth, just ahead of Wallace. Denton picked himself up in sixth and set after the lead riders. Radzinski built up a comfortable lead and was cruising while Lawrence and Lance charged rapidly towards the front.

Lawrence was first to catch Radzinski and almost crashed when he crossed lines with the leader.

"I was sweeping the outside of a turn when Lawrence cut under me, and I clipped his front wheel when we came out of the turn," Radzinski explained.

Lawrence continued to keep the pressure on and took the lead a few turns later when Radzinski swapped exiting a rocky turn. Lawrence quickly opened a four-second advantage while Lance swept around Radzinski for second. On the final lap, Lawrence's chain broke and caused him to DNF the moto, which in turn gave the moto win to Lance. Radzinski finished second which was good enough for the overall win since Lance finished 18th in the first moto and Denton finished fifth behind Wallace and Fringer.

Kenny Maddux led the start of the first 250cc Novice moto followed by Lawrence Lewis and Scott Mumford. David Smith and William Nash charged hard and together worked to second and third by the third lap as Lewis moved into the lead. Maddux had dropped back to fourth and Mumford dropped to 10th after crashing on the front straight.

"It's the Perris plague, my front end washed out and I was eating dirt," Mumford said.

Lewis held the lead until the final lap when he was passed by a very determined Smith. When the checkered flag waved the win went to Smith, who was followed across the line by Lewis, Nash, Maddux and Ron Sharp.

In moto two, Maddux fired out of the starting gate for his second holeshot of the day while Mumford, Smith and Jamie Mitchell scrambled for second. Mumford emerged from the wooded area glued to the back fender of Maddux and began a dogfight for the lead. By the third lap Mumford had pushed ahead of Maddux to take over the lead while Smith and Nash dropped Maddux back to fourth during the next two laps. During the remaining laps Mumford began to slow while Nash and Smith moved in to challenge.

"I have the flu and I was getting weak and tired," Mumford said. "I really didn't want to crash so I let them by."

Nash motored away to victory while

Smith crashed after swapping in a rocky turn. Mumford collected second and stayed there to the finish while Smith regrouped for third. Ron Sharp passed Maddux late in the moto to finish fourth while Maddux secured fifth in front of Blaine Towe.

Nash had an easier time in the 25-29 Novice class where he scored double moto victories over Sharp, Phillip Wurster, Mike Little and Thad Friday. Nash led every lap of both motos. Greg Schnell led from start to finish in both 125cc Novice motos. He topped Dave Ferrier and Tim Olson in the first moto, while in moto two he romped over Erik Poston, John Sereika and Smith.

Schnell's younger brother Eric emulated his big brother's riding with a two-moto sweep of the 80cc Novice class. The younger Schnell left the Novice class riders behind and rode among the top Intermediate class riders.

Joe Malich took a well-earned victory in the 500cc Beginner class. Jerry Medlin led the first moto for two laps before Malich motored by for good. Ron Burns and Jim Smith argued over second during the early laps of the race, but it was Garth Milan who settled the argument by passing both riders to finish as the runner-up. Ron Burns settled for third behind Milan and winner Malich.

Burns blazed to the second moto holeshot but crashed out of contention by the start of the second lap. Malich scooped up the lead and ran with it to the checkered flag for the moto victory. Robert Schneider finished second in front of Milan, who charged to third after starting midpack. CN

Results

50 FIRST TIMER: 1. Michael Hale (Yam); 2. Brian Adams (Yam); 3. Jennifer Lindenberg (Yam); 4. Casey Currie (Yam); 5. Jason Arnold (Yam).
50 STK D-1: 1. Justin Mace (Yam); 2. Ross Garcia (Yam); 3. Chad Gaumer (Yam); 4. Johner Faulkner; 5. Kyle Mace (Yam).
50 STK D-2: 1. Ray Perez (Yam); 2. Chad Robbins (Yam); 3. Jerry Martinez (Yam); 4. Nick Alvarez (Yam); 5. John Richardson (Yam).
50 MOD D-1: 1. Scott Nelson (Yam); 2. Ross Garcia (Yam); 3. Scott Howe (Yam); 4. Dylan Lord (Yam); 5. Lance Freeman (Yam).
50 MOD D-2: 1. Jason Ciarletta (Yam); 2. Davey Freeman (Yam); 3. Nick Alvarez (Yam); 4. Ryan Picard (Yam); 5. Kyle Mace (Yam).
60 0-8: 1. Eddie Frechette (Kaw); 2. Scott Nelson (Kaw); 3. Landon Robbins; 4. Christopher Tocco (Kaw); 5. Justin Mace (Kaw).
60 9-11: 1. Bryan McGavran (Kaw); 2. Geoff Radar (Kaw); 3. Bobby Beaupre (Kaw); 5. Chris Panek (Kaw).
80 BIG WHL: 1. Jason Padilla (Kaw).
80 BEG: 1. Rob Anderson (Yam); 2. Jonathan Schultz (Suz); 3. David Macafee (Suz); 4. Mark Tilley (Hon); 5. Jonathon Schmidt (Suz).
80 NOV: 1. Eric Schnell (Suz); 2. Josh Fink (Kaw); 3. Danny Carlson (Kaw).
80 INT: 1. Phil Richmond (Kaw); 2. John Emerson (RM).
80 EX: 1. Tyler King (Suz).
125 BEG D-1: 1. Brett Heinselman (Kaw0; 2. David Hughes (Yam); 3. Gary Shoemaker (Yam); 4. Chris Evans (Kaw); 5. Shiloh Tate (Yam).
125 BEG D-2: 1. Ricky Richards (Kaw); 2. Chris Packwood (Yam); 3. Joey Davis (Hon); 4. Justin Lusian (Suz); 5. Curtis Smalley (Kaw).
125 NOV D-1: 1. Greg Schnell (Suz); 2. John Sereika (Suz); 3. Dave Ferrier (Kaw); 4. David Smith (Yam); 5. Lawrence Lewis (Yam).
125 NOV D-2: 1. Brad Schultz (Kaw); 2. Sammy Davis (Hon); 3. Shawn O'Brien (Suz); 4. Christopher Corum (Hon); 5. Mark Crocker (Suz).
250 BEG D-1: 1. Geno Prida (Yam); 2. Dan Laumbach (Yam); 3. Eric Myers (Kaw); 4. Dan King (Yam); 5. Scott Freeman (Yam).
250 BEG D-2: 1. Mike Steinhoff (Yam); 2. David Herbold (Hon); 3. Stephen Gordon (Hon); 4. Tony Rocovits (Yam); 5. Mike Silkwood (Yam).
250 NOV: 1. William Nash (Yam); 2. David SMith (Yam); 3. Ron Sharp (Yam); 4. Kenny Madduz (Yam); 5. Lawrence Lewis (Yam).
500 BEG: 1. Joe Maticch (Hon); 2. Garth Milan (ATK); 3. Robert Schneider (Hon); 4. Jim Smith (Hon); 5. David Shoemaker (Yam).
500 NOV: 1. Phil Fould (Kaw); 2. Robocop (Hon); 3. Dean Brown (Hon).
+25 BEG D-1: 1. Brian Fry (Yam); 2. Tim Wahlberg (Yam); 3. Guy Arnone (Yam); 4. Gary Shoemaker (Yam); 5. Scott Freeman (Yam).
+25 BEG D-2: 1. Clay Myers (Kaw); 2. Steve Amorso (Hon); 3. Grant Dunning (Yam); 4. Chris Reilly (Yam); 5. Mark Burnett (Cag).
+25 NOV D-1: 1. William Nash (Yam); 2. Ron Sharp (Yam); 3. Philip Wurster (Yam); 4. Mike Little (Suz); 5. Thad Friday (Yam).
+25 NOV D-2: 1. Bill Reimer (Yam); 2. Umberto Baca (Suz); 3. Ben Barnhart (Suz); 4. Greg Pagan (Hon); 5. Larry Popp (Hon).
+25 INT: 1. Chris Radzinski (Yam); 2. Gary Denton (Yam); 3. Kevin Fringer (Kaw); 4. George Wallace (Yam); 5. Jeff Scott (Kaw).

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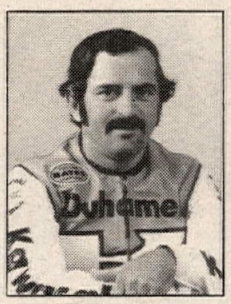
YVON DuHAMEL
14 starts in the Daytona 200 between 1964 and 1984

DON EMDE
Winner of the 1972 Daytona 200

DICK MANN
Two time AMA Grand Nat'l Champion. Winner of the 1970 and 1971 Daytona 200

BART MARKEL
Three time AMA Grand Nat'l Champion. 12 Daytona starts between 1959 and 1970

GARY NIXON
Two time AMA Grand Nat'l Champion. Winner of the 1967 Daytona 200

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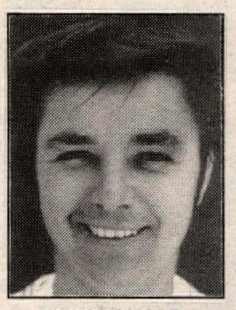
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Three time AMA Nat'l Superbike Champion.

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GEORGE ROEDER
Winner of eight AMA Dirt Track Nat'ls between 1963 and 1967

JAY SPRINGSTEEN
Three time AMA Grand Nat'l Champion. Four Daytona 200 starts between 1986 and 1991.

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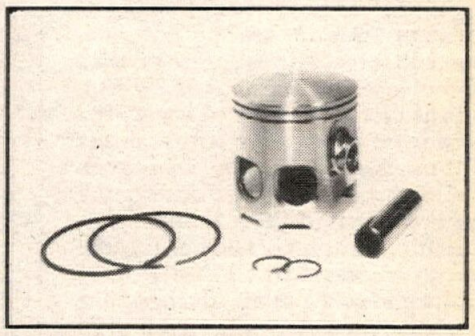

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Big hopes for the big bucks

By Nate Rauba
Photos by Ken Faught and Henny Ray Abrams

How the year flies by when you're racing! It seems only weeks have passed since Jeff Stanton stormed to victory in Orlando's Citrus Bowl to begin the 1991 Camel Supercross, but it's been a whole year.

Now it's 1992, and once again the opening round was held in the Citrus Bowl (see coverage of the series opener elsewhere in this issue). A whole new season of racing lies before the racers, who are filled with fresh hopes and optimism for the new year.

They all start on equal terms in their quest for the most lucrative motocross crown in the world - the Camel Supercross Championship. The 16-round series provides racers with the opportunity to compete for big purses, lots of contingency money, in front of big crowds and for worldwide media exposure.

The Camel Supercross Series has perhaps become the most prestigious motocross series in the world. That point was strengthened when Frenchman Jean-Michel Bayle came to America in 1990 after winning the 125 and 250cc World Championships. Although he was on top of the World Championships, he didn't feel like the best rider in the world until he captured the 1991 Camel Supercross crown. This year, American 250cc GP campaigners Micky Dymond and World Champion Trampas Parker, as well as 125cc World Champion Stefan Everts of Belgium, will also compete in early rounds to tune up for the season.

What makes the Camel Supercross Series so prestigious is the amount of money the riders can earn. There is more than $700,000 in purse money alone, with a minimum of $5000 going to the winner at most events. An additional $2.3 million in contingencies is also up for grabs, with the series' major sponsor, R.J. Reynolds Tobacco Co. Camel brand, contributing $200,000 of that into the series' point fund.

At the end of the series, the Camel Supercross Champion will walk away with $100,000 from that fund. He'll also likely recieve a bonus from his employer that will at least match that amount, plus bonuses from clothing and other contingency sponsors.

But that's not all. The Coors Brewing Co. continues its support of supercross through the Coors Light brand and will be the title sponsor of all but the Daytona Supercross by Honda. Each event is actually called the Coors Light Challenge, and for the second year in a row Coors will sponsor the Coors Light Silver Bullet Showdown.

At every round, except Daytona, there will be a $1000 bonus paid to the main event winner if he also won his heat race and recorded the fastest heat time in the process. If the winner of the main didn't win the fastest heat, the money rolls over to the next round. At the final round, June 20 in the Los Angeles Memorial Coliseum, the award, plus any balance carried over from previous rounds, will go to the night's fastest heat race winner who has the highest finish in the main.

Coors will also pay a $25,000 bonus to the rider who accumulates the most fastest heat race wins throughout the season (Jeff Matiasevich collected the award last year). Each round features two eight-lap heat races of 20 riders where the top four finishers transfer directly to the main. Two 16-rider, six-lap semis give the top five riders to cross the finish line in each race a ticket to the main, and the top two finishers in the six-lap Last Chance Qualifier complete the 20-rider main event lineup.

There will also be a supporting 125cc class, which often features some of the closest racing of the night. The class is split into two separate series consisting of the Eastern and Western Regional divisions. These divisions feature the top up-and-coming Pro-Am riders from each region and gives them a chance to prepare for the premier 250cc class.

A 125cc class rider recieves advancement points based on his finish in the heats and main, and after he accumulates a specified number of points he must move up to the 250cc class. It's common for many riders who will surpass the mark during the season to compete in the 250cc class at events out of his region. There are eight Eastern Regional events, six Western Regional races and two combined meetings.

The AMA-sanctioned Camel Supercross Series makes 16 stops at 15 different venues, with a traditional doubleheader event taking place at the Silverdome in Pontiac, Michigan. The series has two rounds less than the previous two years because the AMA granted the manufacturers' request for a shorter season. One new venue, Indianapolis' Hoosierdome, has been added, while events in Arizona, New York-New Jersey, Oklahoma and New England were dropped from the schedule.

Fans attending each race should be in for quite a show. The promoters will be looking for ways to add to the excitement of the relatively short race action and will likely add fireworks and special halftime races to the program. Many events will also likely have a special tribute honoring Kawasaki's Jeff Ward, who plans to retire from full-time competition at the end of the year after 14 seasons of professional supercross competition.

For those who can't attend in person, the supercross promoters are currently negotiating to have weekly, hour-long programs of the completed series aired on cable network ESPN. Last year the series was sold in syndication to independent networks and wasn't shown in many areas.

And if our predictions hold true, this year's series should be more interesting to watch since several riders are likely to be in contention for the championship. Last year, Bayle stole the show from the Americans with his precise, fast riding style. Two-time defending champ Jeff Stanton kept the title race interesting until he was injured near the halfway point of the series, but from then on Bayle wrapped up the title with little threat from his pursuers.

Bayle also set a single-season supercross win record when he won the final round in Los Angeles. Bayle's eight victories during the season surpassed

More than half a million people attended the Camel Supercross Series last year. Southern California's Anaheim Stadium drew 56,029, the largest crowd of the year.

At most rounds of the Camel Supercross Series, the riders will compete for a $45,000 purse. Some events have a larger purse. The following is a breakdown of a $45,000 purse.

250cc class - $30,000

1. $5000	11. $1090
2. $3500	12. $1080
3. $2000	13. $1070
4. $1750	14. $1060
5. $1500	15. $1050
6. $1280	16. $1040
7. $1160	17. $1030
8. $1140	18. $1020
9. $1120	19. $1010
10. $1100	20. $1000

250cc LCQ - $5000

3. $900
4. $600
5. $400

125cc class - $10,000

1. $2000
2. $1000
3. $750
4. $500
5. $350

the mark set by all-time supercross win leader Rick Johnson, who had planned to retire at the end of the year but was forced to step out early due to recurring problems with a wrist injury he suffered in 1989.

Bayle will be one of the dominant riders once again in 1992 as he heads up the two-man assault by Team Honda. With teammate Stanton, Team Honda, which has won the supercross title in eight of the past 11 years, appears to be the dominant force. Although Jeremy McGrath will be defending his 125cc Western Regional Supercross Championship, the Peak Antifreeze/Pro Circuit Honda support rider will also compete in the 250cc class at six eastern rounds of the series. His Peak teammate, Jeromy Buehl, who competes in the 125cc Eastern Regional Series, will also contest the 250cc class at some western rounds.

Yamaha appears to have the best chance of breaking Honda's stranglehold with 19-year-old Damon Bradshaw. Many people have expected Bradshaw to win a title since he burst on the scene three years ago, but injuries, crashes and inconsistency have kept the title out of the North Carolinian's reach. But now that Bradshaw has matured, he could very well lead Yamaha to its first supercross title since Mike Bell gave the company the 1980 championship.

Backing up Bradshaw at Yamaha is veteran Doug Dubach, who won his first supercross at San Jose last year, and Jeff Emig, the runner-up in the 125cc Western Regional Supercross Series.

Team Kawasaki will also provide a formidable challenge for the championship with four riders. Heading up the team is 30-year-old veteran Jeff Ward, who plans to retire at the end of the year. Teammate Jeff Matiasevich, who led much of the 1990 Camel Supercross Series and is a close friend of Ward's, appears to have sufficiently recovered from a broken thigh to be a threat. Two-time 125cc National Champion Mike Kiedrowski has moved up to the 250cc class full time, and Kawasaki added Mike LaRocco to their roster in the off-season.

There will also be a two-man Suzuki support team, consisting of former Suzuki factory riders Larry Ward and 1990 125cc Eastern Regional Supercross Champion Denny Stephenson.

Mike Fisher and Keith Johnson will once again make up the KTM team, plus there there will be the privateer teams such as Tuf Racing, Downers Grove Racing (DGY), North County Yamaha (NCY), Team Peak, Noleen Racing, Rad 'N' Bad/Rip Rock Wavewear and others to watch out for, although some of these teams are concentrating on the 125cc class.

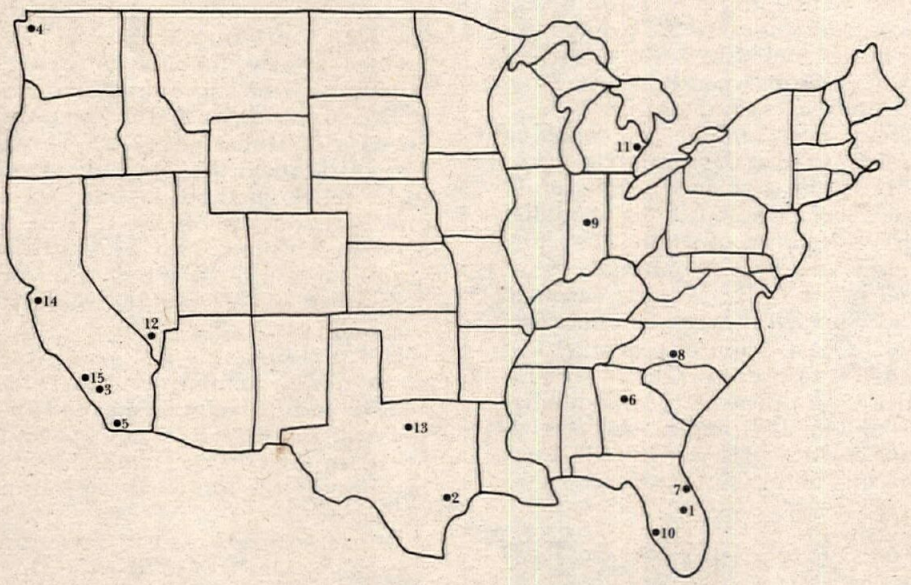
Look for close action on the track. With the large amount of money and personal pride on the line, there's bound to be a lot of excitement throughout the year.

Atlanta's Fulton County Stadium

Suzuki also has four riders shooting for the championship: Veteran Guy Cooper leads the official "factory" team where he will be joined by new Suzuki signee Steve Lamson at all events. Brian Swink, who is also new to the Suzuki team, will defend his 125cc Eastern Regional Championship but will venture into the 250cc class when the series is on the West Coast.

1992 AMA Camel Supercross Schedule

Rnd 1	January 11	Orlando, Florida	Citrus Bowl
Rnd 2	January 18	Houston, Texas	Astrodome
Rnd 3	January 25	Anaheim, California	Anaheim Stadium
Rnd 4	February 1	Seattle, Washington	Kingdome
Rnd 5	February 8	San Diego, California	Jack Murphy Stadium
Rnd 6	February 22	Atlanta, Georgia	Fulton County Stadium
Rnd 7	March 7	Daytona Beach, Florida	Daytona International Speedway
Rnd 8	March 14	Charlotte, North Carolina	Grady Cole Memorial Stadium
Rnd 9	March 21	Indianapolis, Indiana	Hoosierdome
Rnd 10	March 28	Tampa, Florida	Tampa Stadium
Rnd 11	April 11-12	Pontiac, Michigan	Silverdome
Rnd 12	April 25	Las Vegas, Nevada	Sam Boyd Silver Bowl
Rnd 13	May 30	Irving, Texas	Texas Stadium
Rnd 14	June 6	San Jose, California	Spartan Stadium
Rnd 15	June 20	Los Angeles, California	L.A. Memorial Coliseum



SUPERCROSS 1992 predictions

Rating the riders II

By Nate Rauba and Kit Palmer

We made the right pick last year when we predicted that Jean-Michel Bayle would be the 1991 Camel Supercross Champion. Can we do it again in our annual assessment of the top 20 finishers in last year's series?

It's going to be difficult. Bayle is once again a favorite of many to capture his second title, but this year we think he'll be chased hard by a number of riders, two of whom, in particular, could very well dethrone the champ. Read on and find out who we think has the best chances at the title, who will move up or down in the standings, and what are each contender's strongest and weakest points.

Once again we'll make our predictions, starting with the three riders who tied for 18th in the 1991 final point standings and working our way to the defending champ, Bayle.

18. Rick Johnson #55

Hometown: Encinitas, California

Rick Johnson, the winningest rider in supercross, was supposed to retire at the end of the '91 season. But complications with his right wrist, which was broken in 1989 and was further debilitated when he broke his right hand a year later, forced the two-time Supercross Champion to hang up his helmet and boots after five supercross rounds were completed.

Team Honda
Team Manager - Dave Arnold

250cc class
- Jean-Michel Bayle ..... #1
- Jeff Stanton ..... #2

125cc class

Western Regional
- Jeremy McGrath ..... #17
- Buddy Antunez ..... #22

Eastern Regional
- Jeromy Buehl ..... #36
- Mike Brown ..... #54

Team Kawasaki
Team Manager - Roy Turner

250cc class
- Mike Kiedrowski ..... #3
- Jeff Ward ..... #6
- Mike LaRocco ..... #7
- Jeff Matiasevich ..... #9

125cc class

Western Regional
- Ryan Hughes ..... #68
- Tommy Clowers ..... #178

Eastern Regional
- Scott Sheak ..... #60
- Timmy Ferry ..... #77
- Jason Edwards ..... #121

Team KTM
Team Manager - Selvaraj Narayana

250cc class
- Mike Fisher ..... #14
- Keith Johnson ..... #29

Team Suzuki
Team Manager - Ray Tetherton

250cc class
- Guy Cooper ..... #5
- Steve Lamson ..... #16

125cc class

Eastern Regional
- Brian Swink ..... #15
- Ezra Lusk ..... #117

250cc Support team
- Larry Ward ..... #10
- Denny Stephenson ..... #11

Team Yamaha
Team Manager - Keith McCarty

250cc class
- Damon Bradshaw ..... #4
- Jeff Emig ..... #8
- Doug Dubach ..... #12

125cc class

Western Regional
- Tyson Vohland ..... #27
- Dana Wiggins ..... #135

Eastern Regional
- Doug Henry ..... #19
- Jimmy Button ..... #39

SUPERCROSS 1992 predictions

He gained enough points in those five events to remain in the top 20 throughout the series. Johnson will still race in the stadiums this year, only this time he'll be behind the wheel of an off-road truck out of the Chevrolet factory stable in the Mickey Thompson Off-Road Championship Gran Prix Series.

18. Keith Johnson #29

Hometown: Pembroke, Massachusetts

In 1989, Keith Johnson, now 20, was a promising young privateer who turned a lot of heads on the East Coast. He joined KTM in 1990, but during that first year Johnson was plagued by mechanical troubles and injuries. Johnson fared better last year and qualified for enough mains to enter the top 20, but he still seems to struggle in the supercross events.

Johnson will once again be supported by KTM, and if he's going to move up in the standings he's going to have to consistently make the mains. With the intense competition, and several 125cc class riders making their first ventures into the 250cc class, Johnson will likely find that even more difficult.

18. Mike Jones #38

Hometown: Export, Pennsylvania

Mike Jones won the FIM's Rodil World Supercross Championship in 1989, but his success in the U.S. has been limited. The one-time factory Yamaha backed rider is an intense competitor and doesn't back down when challenged by the factory stars.

Jones is a currently a true privateer with limited backing, and with a family to support he's not likely to travel far from home. When he does compete, though, his chances for qualifying for the mains is always good, but with a limited schedule he won't climb much higher in the point standings.

17. Ray Sommo #21

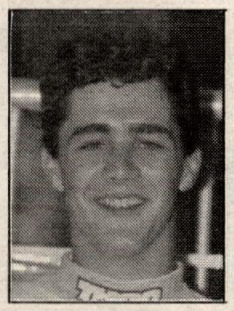
Hometown: Capistrano Beach, California

A few years ago, Ray Sommo was one of the toughest privateers in supercross. He's still tough to pass and draws the ire of many of the factory stars when he puts up a fight.

But last year Sommo seemed to have lost some of his aggression, and he was hampered by mechanical problems on several occasions. Yet he still climbed two positions in the final point standings.

Sommo could climb slightly again this year, but he will need better luck and to recapture the aggressiveness he exhibited a few years ago.

16. Jeff Emig #8



Hometown: Highland, California

Jeff Emig, 21, concentrated on the 125cc Western Regional Supercross Series and only competed in a handful of 250cc events and still made the top 20. He's young, is one of the most aggressive riders on the track, and he's taking lessons from his Yamaha teammate Damon Bradshaw.

Besides finishing as runner-up to Jeremy McGrath in the 125cc Western Regional Series, Emig will best be remembered from last year for his questionable tactics at the Pontiac Supercross. When he was being passed at that event, Emig drifted wide to take his pursuer's line. His rivals didn't like the moves, and Mike LaRocco showed his displeasure when he struck Emig after the two crashed together.

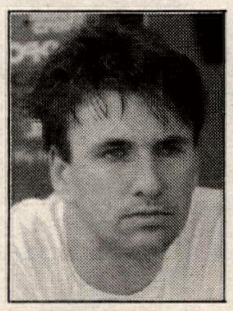
Emig later said he was asserting himself so that he would be taken seriously this year since he'll be a full-time 250cc rider. But Emig shouldn't have to resort to questionable tactics, as evidenced by his winning both the final round of the Western Regional 125cc Supercross Series and the East/West Coast Shootout at the Los Angeles Coliseum. Obviously, his riding improved considerably throughout 1991 and he should continue to do so this year as well. Look for Emig to finish in the top 10.

15. Todd DeHoop #25

Hometown: Hudsonville, Michigan

This former factory Suzuki rider is another privateer who managed to fight his way into the mains and finish well. The 1988 125cc Eastern Regional Supercross Champion is tough and determined to regain factory support. DeHoop, 23, could easily move up a few positions in the point standings, provided he consistently qualifies for the main events.

14. Keith Bowen #18

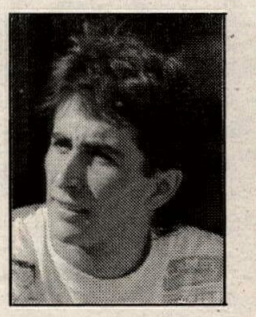


Hometown: Auburn Hills, Michigan

Keith Bowen never let losing a Team Yamaha factory ride after the 1987 season get him down and has been one of the top privateers ever since. Bowen is known for being aggressive, too, but his lack of stamina on the track has always been his anchor. Bowen's fortune is that he's backed by one of the top privateer teams in the business, Tuf Racing.

Although he advanced two positions in the standings from 1990, Bowen will spend the early part of the year recovering from a broken arm suffered in a European supercross race. If he comes back strong, he may make the top 20.

13. Doug Dubach #12



Hometown: Costa Mesa, California

This likeable 28-year-old southern Californian should've made the top 10, but injuries forced Dubach to sit out several rounds. Dubach proved he's still fast when he won his first-ever supercross in San Jose, California.

Once known for his consistent holeshots, Dubach didn't start as well last year as he had in the past. Speed-wise, Dubach has always been just a tick under the top contenders, so he relies on those fast getaways and without them he'll finish between fifth and 10th. He's still a hard charger on the track, one way or another, and is one of the toughest riders to pass.

His performances last year were good enough to bump him up from a semi- to full-factory Yamaha support ride in 1992, and if he can avoid being injured he will most likely reappear in the top 10 at the end of the series.

Dubach was also one of three top contenders who got married during the off-season.

12. Denny Stephenson #11

Hometown: Omaha, Nebraska

After dominating the 1990 125cc Eastern Regional Supercross Series, Denny Stephenson found moving up to the 250cc class in 1991 to be much more difficult. Stephenson struggled throughout the year and never looked as good as he did on a 125. Many people feel that Stephenson's downfall is his lack of desire and unwillingness to train, and feel that he relies on his natural talent. This could prove to hurt the 21-year-old rider in the long run as he gets older.

Stephenson was bumped down a notch at Suzuki when he was relegated to their support team for 1992. He'll be looking to regain full-factory status, but to do that he'll have to improve his finishes in the mains. If he found some more speed, stamina and discipline in the off-season, he could do it. He's got the talent, he just needs to hone it.

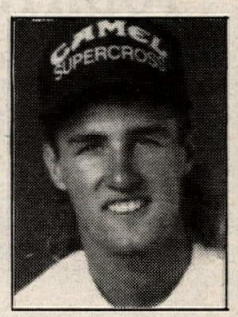
11. Ron Tichenor #23

Hometown: Palm Harbor, Florida

The beginning of last year looked promising for Ron Tichenor. He started the year with a fourth-place finish in Orlando, and followed that up with several other strong performances. But just when it looked like he would make Suzuki feel sorry that they had dropped him from their factory team, Tichenor injured his wrist and struggled with the injury for the rest of the series. Then, late in the year at a Japanese supercross, Tichenor crashed again and was laid up with back and shoulder injuries.

Nonetheless, Tichenor, 22, is the top rider at Tuf, and he'd like to earn another full-factory ride before he's through racing. He's got the speed, and if he's fully recovered his stamina and confidence he could be a threat at any race. Tichenor is fast and is willing to take risks to win races. The chances are good that he'll reenter the top 10.

10. Larry Ward #10



Hometown: Society Hill, South Carolina

Not much went right for Larry Ward, 21, last year. He finished as high as fourth place in the first five rounds of the Camel Supercross Series, then injured his ankle at round six in Atlanta. Ward sat out four rounds, and an eighth-place finish upon his return was his best for the rest of the series. Bad luck followed Ward and after the Camel Supercross Series he was hospitalized when a cut on his leg became infected.

Ward's poor results got him demoted to Suzuki's support team for 1992, but he ended last year with many strong performances on the post-season European supercross circuit. Ward will be out to prove that he's better than last year's results indicate, and if he can carry the momentum of his European success he should move up slightly in the final standings.

9. Mike LaRocco #7

Hometown: South Bend, Indiana

Last year we predicted that Mike LaRocco, 20, would win a supercross if he could overcome his notoriously poor starts. And he proved us right when he grabbed a rare holeshot in Las Vegas and stayed ahead to score his first and only supercross victory.

LaRocco, a very quiet person who is completely dedicated to his sport,

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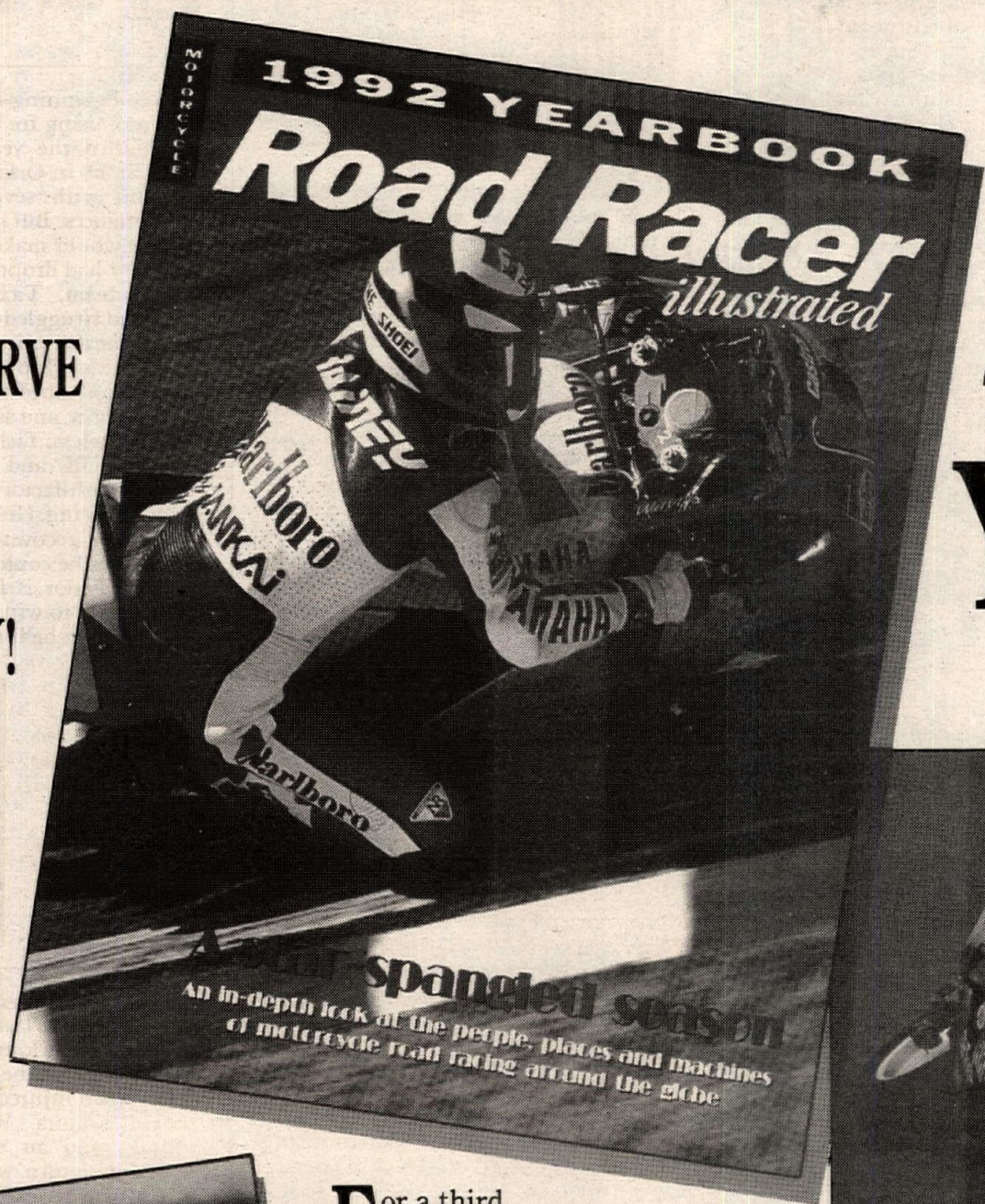
Road Racer *illustrated*



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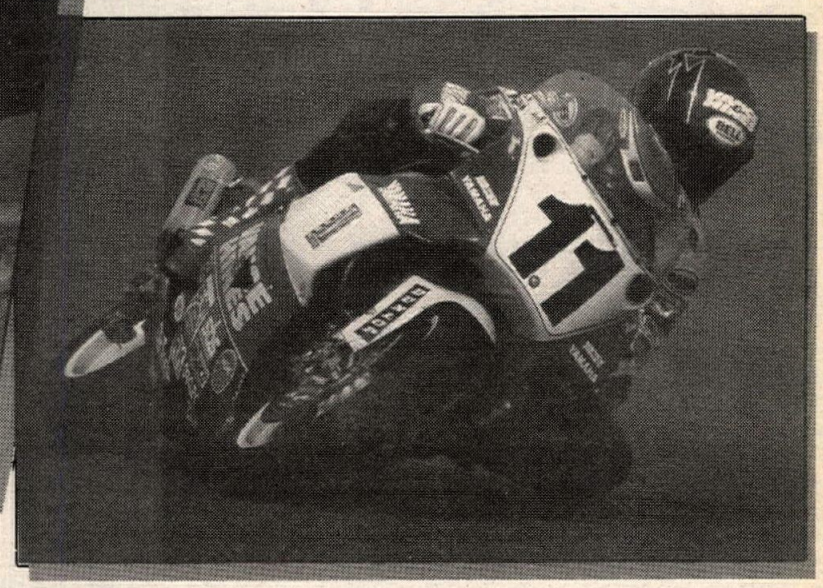

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CN

SUPERCROSS 1992 predictions

tried to ride the first two rounds of last year's series with injured wrists but then was forced to sit out four rounds to let them heal. He should've finished higher than ninth in the final standings.

Following the Camel Supercross Series and the 250cc outdoor Nationals, LaRocco joined the 125cc class and blew everybody away at two events and was a top contender at many others. This made LaRocco one of the hottest riders on the track at the end of the 1991 MX season. If he can carry that momentum he had last year into '92 Camel Supercross Series, he could very well give the top contenders a series-long headache.

During the off-season LaRocco switched from Suzuki to Kawasaki, and during preseason testing he reportedly had the fastest lap times on the team. Kawasaki team manager Roy Turner said LaRocco is working hard to improve his starts.

If he does in fact improve on his starts, look for LaRocco to plant himself into the top five at the end of the series.

8. Mike Fisher #14

Hometown: Santee, California

The Fish, as the 25-year-old rider is sometimes referred to, surprised everyone when he rose from relative obscurity and rode his factory KTM to six top-five finishes in 1991, although he was never able to reach his goal of standing on the podium. A seasoned veteran, Fisher is a fast starter and is one of the strongest riders on the circuit.

Fisher is back with KTM for 1992 and will no doubt put all his effort into attaining that goal of finishing at least one main event on the podium. But he will have to overcome recurring shoulder problems from an injury suffered late last year and the turmoil of KTM's financial problems. He's got the ability, and if he can overcome those potential problems he can climb a position or two in the standings.

6. Jeff Matiasevich #9

Hometown: La Habra Heights, California

After a stellar rookie season in 1990 when he was in contention for the Camel Supercross Championship, Jeff "Chicken" Matiasevich, 22, dropped off the pace slightly in 1991. His consistency was gone, primarily due to crashes, and a foot injury in the middle of the season knocked him back several places in the standings and left him tied for sixth.

History has proven that Matiasevich has the speed to win on any given night, but history has also shown that Matiasevich has a dark cloud that follows him — his stamina or lack thereof. More than once, Matiasevich has led a main event or was a front-runner only to drop back due to what he describes as "hitting the wall," in other words — fatigue.

Matiasevich is also known for his aggressive riding and some of his rivals have accussed him of being a dirty rider. Dirty rider or not, Matiasevich is one of the sport's most exciting riders and isn't afraid of doing what it takes to win, which unfortunately for him didn't happen often enough.

Following the Supercross series, Matiasevich's already gloomy year was capped off in nightmare fashion when he broke his thigh in a heat race crash at a 500cc National in August. Although he was quickly back on his feet and did well in a preseason supercross event, his leg, stamina and confidence haven't been tested against all the best. That leaves a big question mark on Matiasevich's season. He's determined to put his injury behind him, and if he's going to move up he'll have to return to the form that gave him consistently good finishes in 1990.

6. Guy Cooper #5

Hometown: Stillwater, Oklahoma

Guy Cooper came close to winning his first-ever supercross twice last year. A crash in the rain cost him victory in Charlotte, and a last-lap collision with Matiasevich robbed him in San Jose.

Cooper has a reputation for crashing, but is perhaps better known for his determination. You can always count on Cooper to put all his effort into the race, and that's what tends to put him on the ground. If Cooper backed off slightly at times, he could do better. But that's not Cooper's style.

He knows what it takes to win, and with the 29-year-old's career winding down, he'll be as determined as ever to get a supercross victory. Cooper could easily pull off that elusive first win, but he won't go any higher in the final standings.

5. Jeff Ward #6

Hometown: San Juan Capistrano, California

With plans to retire from full-time competition at the end of the year, two-time Supercross Champion Jeff Ward would like to go out a winner. He'd also like to add an eighth championship to his collection to break out of the tie with Rick Johnson for the most career National titles.

Last year, he overcame injuries early in the season to preserve an eight-year streak of winning at least one supercross per season with his victory in Oklahoma City, and he finished in the top three on six other occasions.

But when Ward wasn't near the front of the pack, he seemed to lack the drive to make a charge through the field. If Ward is to go out on top, he'll need a good start to the season, as well as good starts in each main event. The crafty 30-year-old veteran can never be counted out at any race, but if he doesn't start the season quickly near the top of the points table, count him out of the title race.

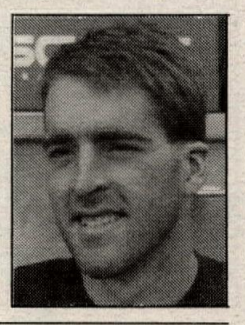
4. Mike Kiedrowski #3

Hometown: Acton, California

The two-time 125cc National Champion only finished out of the top seven once during the 1991 Camel Supercross Series. His consistency also carried him to the 125cc National title.

Kiedrowski, 22, is still looking for his first supercross win, and to do that he needs to improve his starts. He consistently runs near the leaders, but has yet to find the speed to reach the front. Moving up to the 250cc class in the Nationals should help him find that speed since he won't have to switch back and forth between testing a 125. He should get his first supercross win in 1992 and will be a contender for the title. Although the crown will elude him, he'll end up in the top five.

3. Jeff Stanton #2



Hometown: Sherwood, Michigan

Last year, the two-time Camel Supercross Champion was Jean-Michel Bayle's main challenger for the crown until he crashed and separated his shoulder in Pontiac. Three weeks later he was back in action and finished in the top five, with one victory, in the six remaining rounds.

Some people have written the dethroned champ off, because after he returned to action following his injuries, which were 100% healed, he just wasn't up to his usual form. His problem is that if he's not in contention for a championship title, he loses incentive and that extra drive needed to win, especially against competition like Bayle. Now that the slate was been wiped clean, Stanton will shoot out of the gate breathing fire at the series opener and will give his teammate and defending champ Bayle a run for his money.

Having been stripped of his titles (he also passed the 250cc National Championship to Bayle), Stanton will be determined to get them back in 1992. But as far as the 1992 Camel Supercross Series is concerned, Stanton will be a contender down to the last race of the series, and we predict that he'll be dicing for the number one plate with Damon Bradshaw, not Bayle.

2. Damon Bradshaw #4

Hometown: Mooresville, North Carolina

The only reason Damon Bradshaw, 19, wasn't in contention for last year's title was because he beat himself at the beginning of the year. He stretched himself too far with off-season commitments and took too much advice from too many people when preparing for the season. Although he finished third in three of the first five events, he was mentally beat and couldn't keep up the pressure on the leaders.

Although he won round six in Atlanta, it wasn't until he won his third and final race of the season at round 13 in Dallas that he seemed to have fully regained his confidence. From then on he finished in the top four in all but one of the last five rounds. An encounter with a hay bale at the final round in Los Angeles left him with a sixth-place finish.

Now that Bradshaw has had another year to mature, he knows whose advice to take and what he needs to do in order to become champion. Bradshaw has mechanic Brian Lunniss, who has been behind many past champions, to guide him. He has that youthful, cocky attitude that makes him feel he's invincible and that he can beat anyone, and he seems to have gained the determination to be the one to do the beating. He's aggressive and is quick to bump bars with his opponents.

This will be the year Damon Bradshaw comes of age and does what everyone has expected him to do for the past three years. Bradshaw will be the one who dethrones Bayle and takes the Camel Supercross Championship home to North Carolina.

1. Jean-Michel Bayle #1

Hometown: Manosque, France

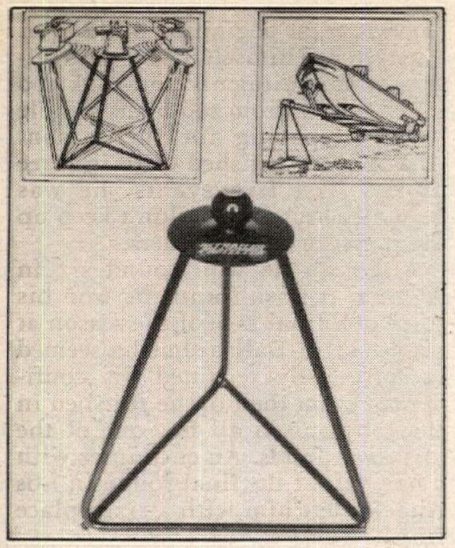
What Jean-Michel Bayle did in 1991 was amazing. He won eight rounds of the 18-round Camel Supercross Series, the most anyone has ever won in a season. He won the 250 and 500cc National Championships to become the only rider to ever win three titles in one season.

And he did it all with seemingly little effort. Bad starts didn't deter Bayle; in Arizona he charged from last to win his fourth event of the season. When things weren't going his way, Bayle was content to settle for a spot on the podium, and there were only four times when he wasn't a part of the victory celebration.

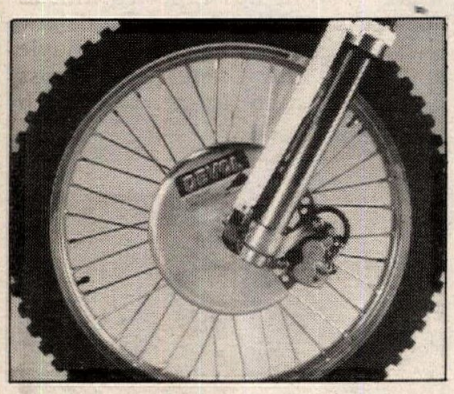
Bayle was on a mission in 1991 - to fulfill a life-long dream of proving he was the best rider in the world by coming to the U.S. and beating the Americans. Now that he's accomplished that, his next goal is to go road racing.

With the original dream fulfulled, Bayle has extinguished the flame that drove him toward his goal. He's likely to lose the inspiration necessary to win the title, but none of his speed. He's likely to be thinking more about securing a deal with a road race team for '93 rather than winning another MX title. Bayle will win several more races before he leaves motocross behind. He'll be in contention for the title, but he'll fall behind Bradshaw and Stanton at the end of the season. CN

NEW PRODUCTS



The No-Tip Trailer Protector is claimed to prevent your trailer from being stolen with its theft-proof plate on the underside of the mechanism. The socket coupler cannot be unscrewed from below to release the coupler and allow your trailer to be stolen. The No-Tip's triangular design is claimed to prevent tipping, on any surface, as it is designed to slide instead. Constructed of heavy-gauge steel, the Trailer Protector costs under $30. For more information contact Site Corporation, Dept. CN, N7306 State Hwy. 67, Mayville, WI 53050, 414/387-4698.



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The JT USA Concept Glove features an anatomically correct one-peice Kevlar palm pad and wrap-around Kevlar thumb pad. A unique "palm bumper" is claimed to protect your palms in the event of a crash, and a dual wrap wrist closure keeps the gloves secure. Available in four color combinations in sizes 7-11, the Concept Glove costs $39.95. For more information contact JT USA, Dept. CN, 515 Otay Valley Rd., Chula Vista, CA 91911-6095, 800/448-8151. CN

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(#157A) Beautiful Washougal MX Park in mountainous southern Washington state was the site for the continuing 1991 AMA National Championship Motocross battles (500cc Round 2/125cc Round 9).

Powerful Jeff Stanton was determined to wire his first 500cc National MX title. He was pitted against the strength and experience of reigning 500cc champ Jeff Ward and the technical expertise of Frenchman Jean Michel Bayle.

In the 125cc class, Guy "Airtime" Cooper spent little time on the ground in his quest to retain the championship against Mike Kiedrowski and hot newcomer Brian Swink on the Peak Honda. Larry Maiers calls the action and Bob "Hurricane" Hannah brings you into the pits for a look "Inside Motocross".

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Round 3 of the Carolina Spring Series	CHARLOTTE Sunday March 15 Round 3 of the AMA Southeast Regional Amateur Supercross Series	INDIANAPOLIS Sunday March 22	TAMPA Sunday March 29 Round 4 of the AMA Southeast Regional Amateur Supercross Series

ENTRY INFO

Mail-In Pre-Entry - $40
Post Entry (At Event) - $50

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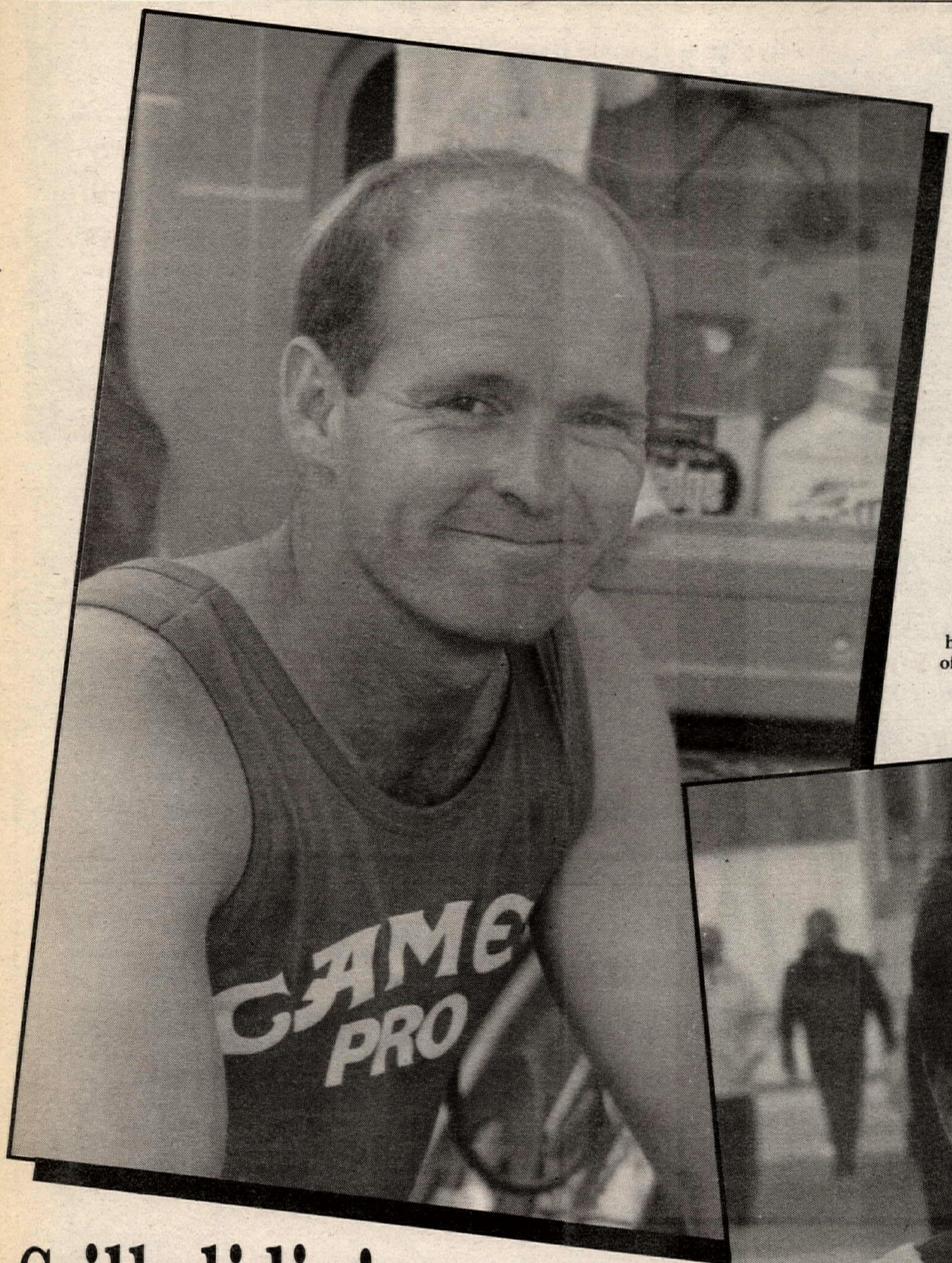

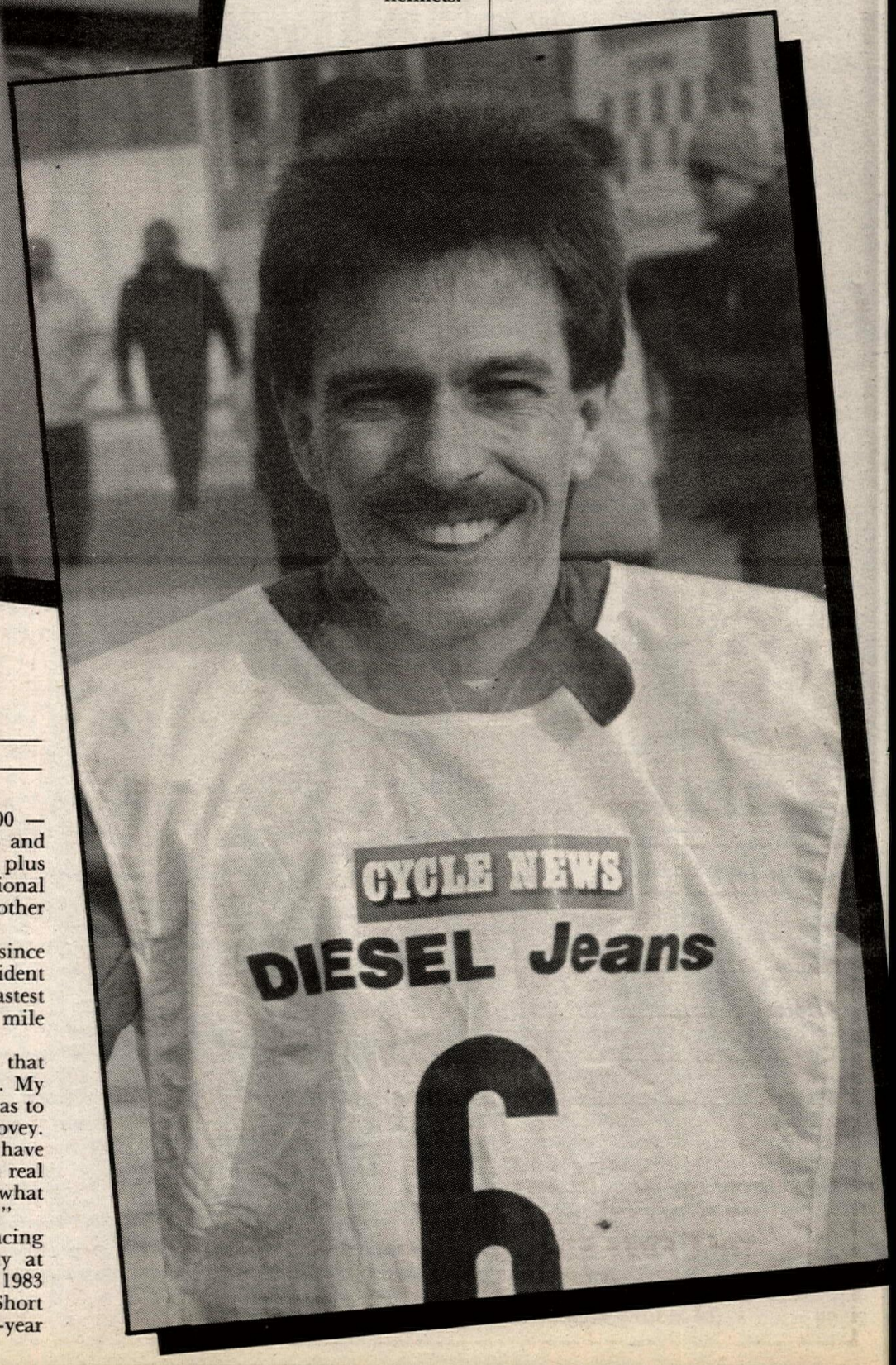

Between them, Steve Morehead (left) and Terry Poovey (below) have over 30 years of National racing under their helmets.

Still slidin' strong

By Donn Maeda

Over the hill.

Don't say those three words around Steve Morehead or Terry Poovey, they'll laugh in your face. At the "ripe old ages" of 36 and 33, respectively, Morehead and Poovey continue to slide around the flat tracks of America just as fast, if not faster, than their younger counterparts.

Together, the two riders account for 26 National wins: Morehead 17, Poovey nine, and both feel that their winning days are far from over.

"If I didn't feel that I was still in the hunt, I'd retire," says Morehead, a noted half mile specialist. "The biggest payday of my life came when I was 35, so why should I quit now?"

At the Hagerstown Half Mile in 1990, Morehead smoked to wins in both the main event and in the $17,500 Camel Challenge. Competing aboard his personal Harley-Davidson XR750 at the Maryland track, Morehead didn't have to split his winnings and headed for the bank in his hometown of Findlay, Ohio, with over $20,000 — $10,000 for the Challenge win and $4000 for the main event victory, plus $5000 from Harley for the National win and additional funds from other contingency sponsors.

Poovey hasn't won a National since 1985, but the Euless, Texas, resident feels that he is still one of the fastest riders on the track, particularly at mile and short track events.

"I grew up racing short track, that was the big thing where I lived. My big goal when I started racing was to be a good short tracker," said Poovey. "I like the miles a lot, too; you have a lot of time and things happen real slow. You can really think about what you're doing and set someone up."

While Morehead's fondest racing memory is his high-dollar day at Hagerstown, Poovey regards his 1983 win at the Houston Astrodome Short Track as the highlight of his 16-year career.

"I tried for so long to win that race, and I finally did it," the Texan said with a smile. "It was a hometown win, and at the time the Astrodome was *the* race to win."

Poovey's Astrodome win came when he was a member of the first factory Honda dirt track team. Oddly enough, it would also be his only National win as a member of the team.

"The first Hondas weren't very competitive," said Poovey. "We had a lot of mechanical problems that held us back."

Poovey returned in 1984 on a privateer Harley-Davidson, and proceeded to add two more National wins to his list of accomplishments over the next two years before returning to a Honda RS750 in 1986.

"The Hondas got really competitive after a season or so," said Poovey. "Once I got back on one, I fell in love."

In 1991, Poovey had a 10-race stint aboard a Harley-Davidson, but after turning in less-than-spectacular results, jumped back on his familiar Honda.

"That killed this year for me," said Poovey. "I just couldn't readapt. What is it they say - you can't teach an old dog new tricks?"

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INTERVIEW Dirt trackers Steve Morehead and Terry Poovey

Morehead also had a chance to ride for a factory race team — Harley-Davidson's.

"In 1978, I stood on the box (winner's podium) five or six weeks in a row, and that landed me a factory Harley ride in 1979," recalled Morehead. "Over the years, I've ridden for about eight different teams and won races for all of them. They've all been damn good rides, and I've learned a little from each of them along the way."

The knowledge that Morehead has accumulated over the years plays a key part in his present race effort. By fielding his own machinery, Morehead keeps all of his winnings, rather than having to split them with a bike owner.

"Keeping all of my winnings helps out a lot," said Morehead. "I make a pretty comfortable living racing. I've never really had to work a normal job; all I've ever done is race.

"Things really got a lot better when R.J. Reynolds got involved," added Morehead. "With the money that they put into racing, plus the Harley-Davidson contingencies, it makes it possible for me to make a living."

Like Morehead, Poovey has also never worked a "normal" job, and feels fortunate that he makes a living doing what he loves.

"Some people choose to be lawyers, some people choose to be doctors. I choose to be a motorcycle racer," Poovey said. "I'm doing what I like to do, and I'm making money at it. I never really thought that I'd end up racing this long. First I figured that I'd quit when I was 25, then it was 30. . . Now I'm not really sure *when* I'll quit.

"Right now, I'm more dedicated to racing than I have ever been. I think that has something to do with my age, though. When I was younger I could rely on my natural ability, but nowadays I have to train my butt off," Poovey said.

With over 30 seasons between the two of them, Morehead and Poovey have seen many changes in their sport.

"I think the sport as a whole is being handled poorly," said Morehead. "We have some of the most exciting racing around, yet our sport is dying. That tells me that the people running the show are blowing it. Sure, we were on TV this year, but races televised at 12:30 a.m. on the East Coast don't do me any good."

"I can remember when we used to get *paid* when we were on TV," added Poovey. "Now we're *paying* to be on TV. It seems like racing expenses continue to go up, but the money that we're racing for stays the same. If it weren't for Camel getting involved, the sport would have died out a long time ago. Steve's right, we have the most exciting show on the road, but it seems like we're performing for free."

"When I won my first National back in 1978 I won $4000," said Morehead. "Then, when I won my 17th National in 1990, I still won only $4000. The purses haven't gotten any bigger!"

"At the rate things are going, pretty soon no one will be able to afford to race," said Poovey."There used to be about 25-30 Nationals a year, but now there's only 17. Unless you're getting paid a salary by a factory, you can't afford all that time off."

"We need more races in each season," agreed Morehead. "There's too many breaks between each race. To us, that's like being laid off for weeks at a time. That's the main reason that I race my own motorcycle. . . I can't *afford* to split my winnings. If there were more races I wouldn't hesitate to ride for someone else."

On a less-political note, both veterans have seen changes on the race track. Changes for the better, according to both.

"The motorcycles have gotten faster and the tires are better, so we keep going faster," said Poovey. "Some people say that flat tracking is getting to be just like road racing, because we don't slide as much. But if faster is better, then our sport must be getting better, right? If slower is better, why don't we take off the brakes and run junk tires? I don't think so."

"When I started racing, the fastest two guys would break away early and settle into a pace," said Morehead. "But now, the equipment is so good and the young guys are so aggressive, that you have to race hard the whole race. It's definitely more competitive than it's ever been."

Although retirement is not in either rider's immediate plans, both have looked into their off-track futures.

Morehead plans to spend time at home with his wife, Cindy, and daughter Katie.

"I'd say the time that you have to spend away from home is the worst part about racing for a living," said Morehead. "But at least I know what I'll do after I quit. We bought a horse farm a few years back - the stable has about 20 stalls, so I guess we'll raise horses. Cindy trains horses, so I figure we're pretty set."

Poovey, on the other hand, hopes to stay involved in the motorcycle industry.

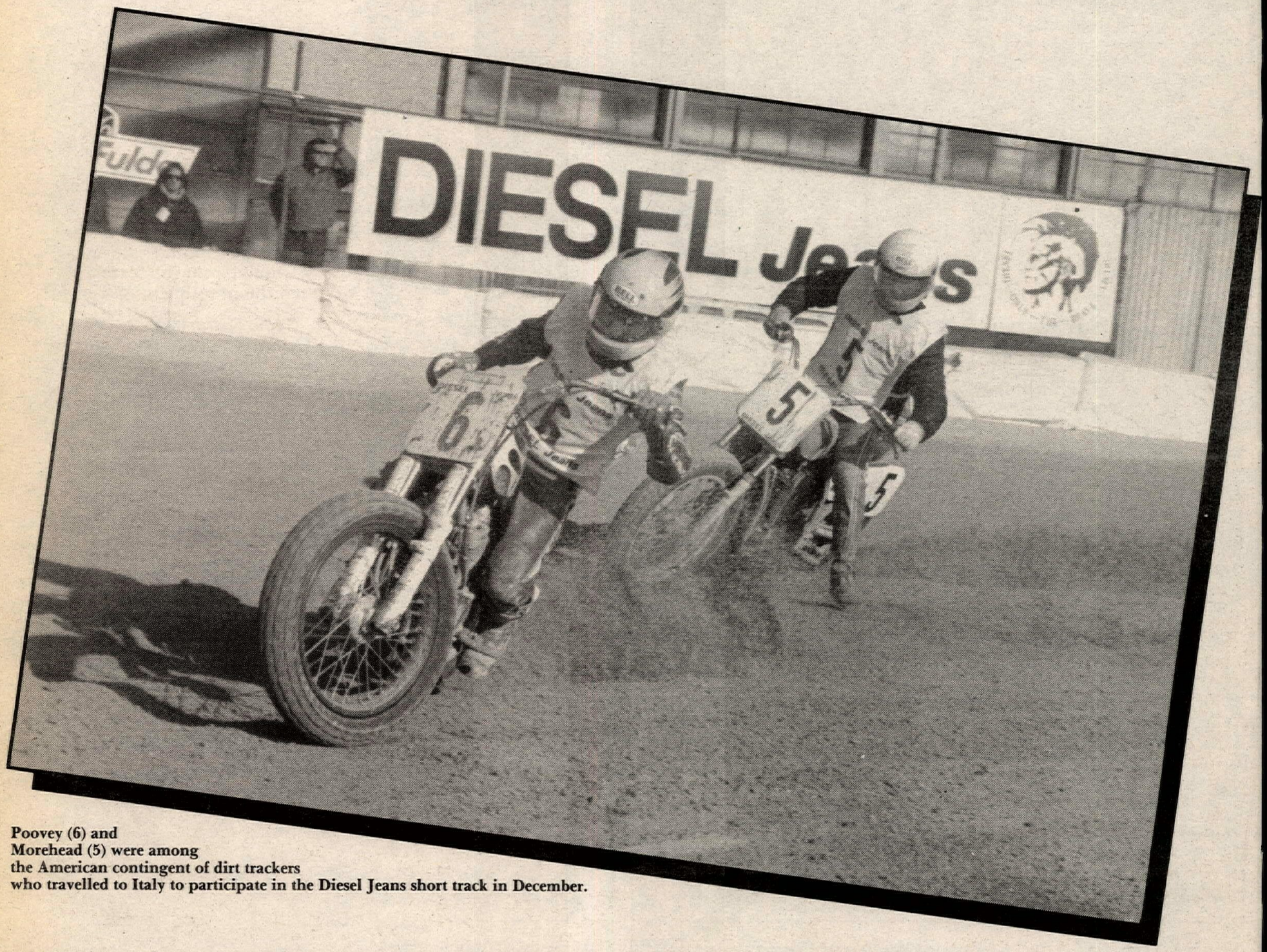
"I haven't *really* thought about what I'll do," he said. "But I know that I want to stay involved in racing somehow. I'd like to sponsor a rider for a couple of years. . . I think that I have a lot to offer someone. I've raced at all the tracks and I know how to set up a bike."

But for the immediate future, Morehead and Poovey have their sights set on the season opener in Daytona, Florida, in March with their goals set high.

"I know that I can still win," said Poovey. "But it's going to take the right preparation. A racer's preparation has a lot to do with his luck. Last year I wasn't ready, but this year watch out, 'cause I'm gonna be ready."

"I'm not going to be satisfied just making the show," said Morehead. "I'm going to be in the hunt."

And as no strangers to the front of the pack, don't be surprised to see these two "old guys" win a few in '92. CN



Poovey (6) and Morehead (5) were among the American contingent of dirt trackers who travelled to Italy to participate in the Diesel Jeans short track in December.

WORKBENCH

By Michael Ross

Cold Storage

With winter hard upon us, many people in the northern latitudes must put their bikes away until the spring thaw. Properly done, your bike can be put into cold storage and ready for action come spring. Improperly stored bikes will suffer ring damage, seized valves, ruined batteries and a much shorter service life.

Moisture is the real culprit when it comes to putting a motorcycle up for an extended period of time and this should be your first area of concern. Top off the fuel tank with a mixture of gas and a commercially available fuel stabilizer like Sta-Bil to prevent the tank from rusting and the gas from going bad while it sits. Start the engine and run it until the float bowls run dry if your bike has a petcock that can be shut off, or unscrew the float bowl drains at the bottom of each carb and let all the gas out.

Pull the spark plugs and squirt a generous amount of straight 30W oil into each cylinder with an oil can, then turn the motor over a few times to coat the cylinder walls and valves. Replace the plugs and remove the battery.

Obtain a battery charger that can be set at 1/10 your battery's rated amp hour capacity. If you have a YB10 for instance, it should be charged at 1 amp. Plug the charger into one of those home sentry timers that switch the lights off and on to fool burglars and set it to charge your battery for two hours every day. A battery will lose 1.5% of its charge per day if left uncharged and once it goes flat the electrolyte level will drop exposing the cells to the air and sulfation will soon ruin it. If possible, prevent the battery from freezing by taking it indoors.

Put the bike on its centerstand (if it has one) to keep the tires from flat spotting and spray some rubber protectant on the tires, being careful not to get any on the tread. This stuff is really slippery and you will crash the first time you heel it over if you've sprayed the tread. Give the chain a good lube and wax the paint. Rub down any bare aluminum with metal polish to keep it from oxidizing and spray a little WD-40 in the switches and cover with a cycle cover.

Keep a fresh oil filter and enough oil on hand to do an oil change so you can dump the old oil come spring. After you put the battery back in, crank up the motor and you're ready to ride. CN

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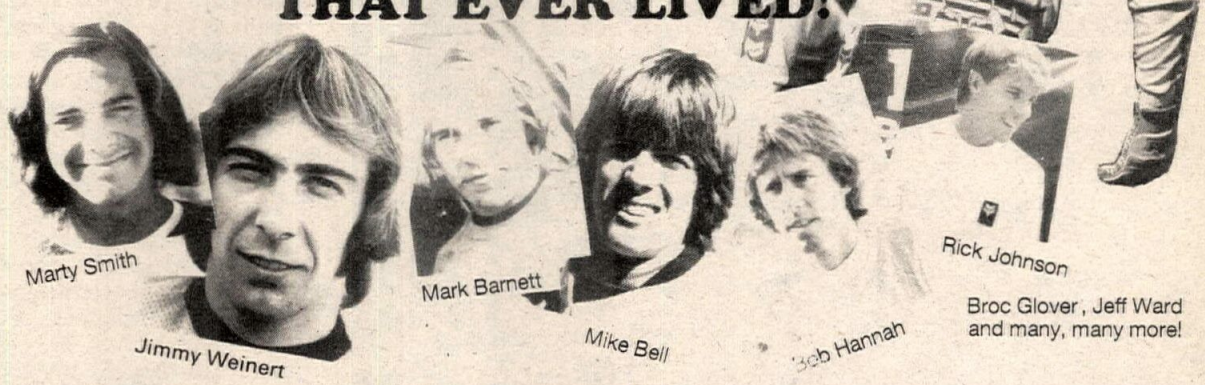

DATE		TITLE OF SHOW	TIME
January 23, 1992	9116	'87 Anaheim Supercross	5:30 - 6:30 pm
January 30, 1992	9117	'87 San Diego Supercross	5:30 - 6:30 pm
February 6, 1992	9118	'87 Atlanta Arenacross 125cc	5:30 - 6:30 pm
February 13, 1992	9119	'87 Atlanta Arenacross 250cc	5:30 - 6:30 pm

*Times subject to change based on LA Kings games - check your local listings

Hosted by
Larry Huffman

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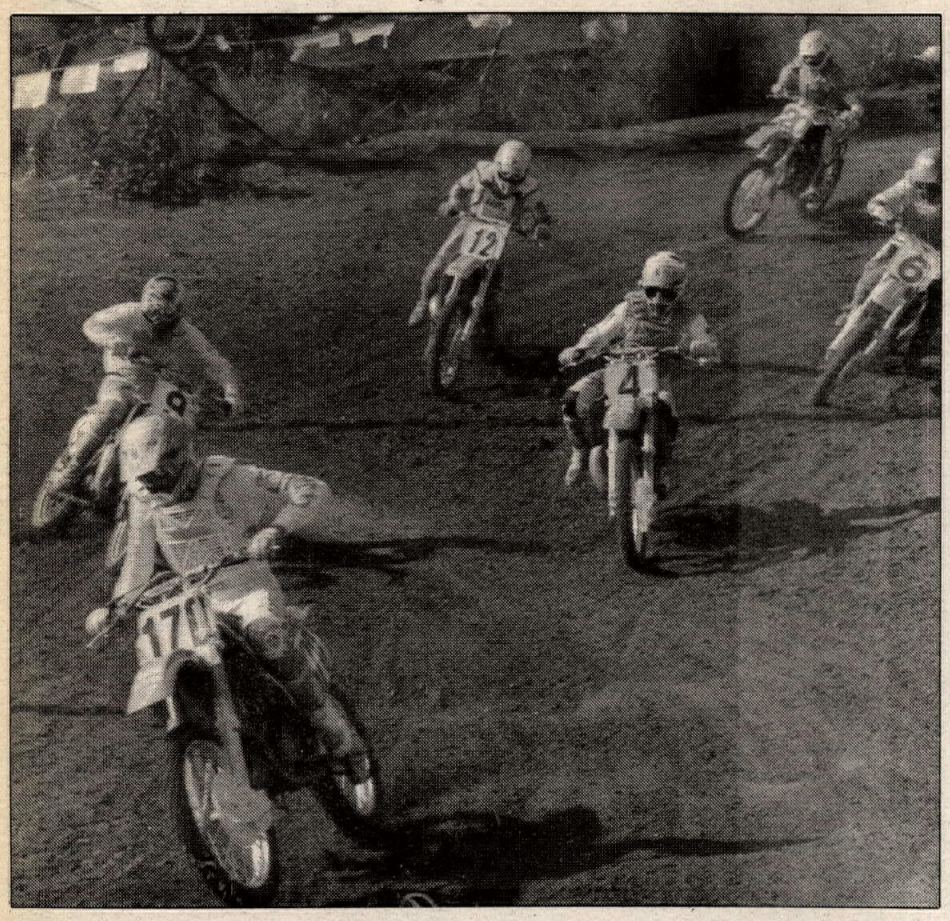
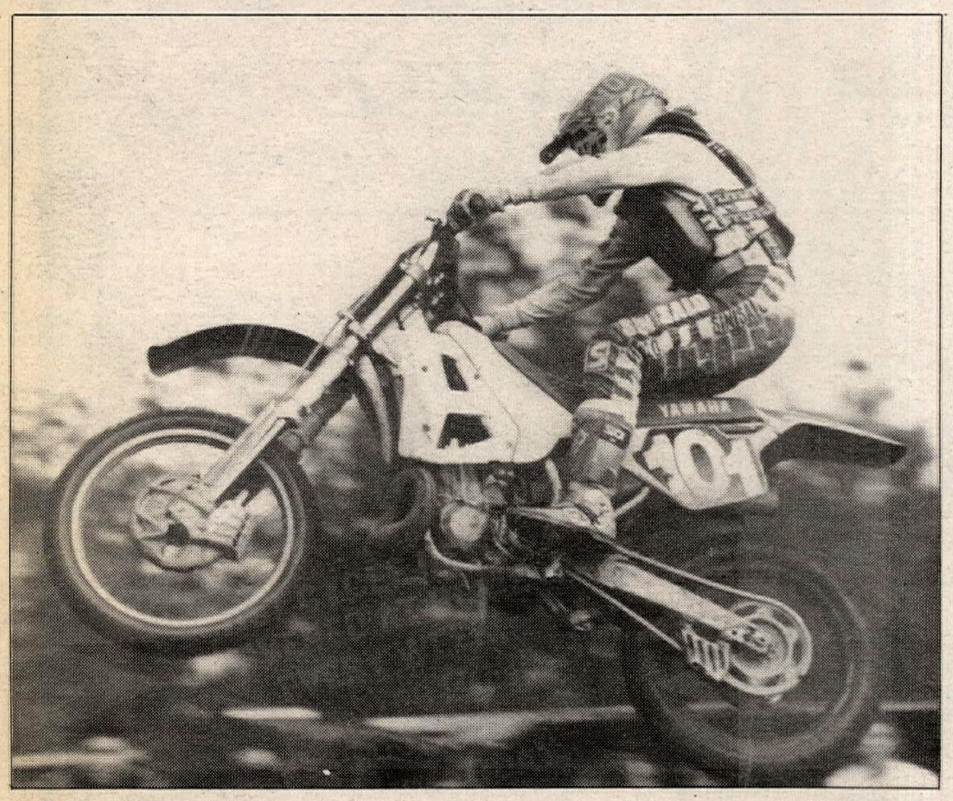


Dennis Dahlin (170) leads Greg Berg (4) out of Carlsbad's first turn.

Craig Ellis finished fifth in the Open Pro class at Montrose MX.



Kehoe crowned Duke of Dortmund Supercross

By Alex Hodgkinson

DORTMUND, GERMANY, JAN. 3-5

Erik Kehoe was one of a trio of American winners at a three-day supercross event in Dortmund's Westfalen Hall, and his consistent finishes gave him the overall victory and the Duke of Dortmund crown.

Kehoe's only main event victory came on the second day of competition. Ultracross Champion Michael Craig won the first day, while Mike Jones finished first on the final day.

The tight arenacross-style track meant that few riders had a trouble-free run through the European-style program on all three days of competition. A qualification procedure in which just 12 riders transfered from the heats to the semis created action that was hectic from the start of each race. Even the last chance races were packed with top riders.

Jones had to be seeded into Friday's final by the promoters when he landed on Englishman Warren Edwards over a jump in a heat race after Edwards lost momentum. They had both charged back near the front, but Edwards charged Jones out of the race at the end of a whoop section. Jones also crashed in the Last Chance Qualifier.

Craig and Edwards were at the front of the pack at the start of the main, but the American was to lead throughout the race.

"I couldn't find the rhythm to follow Craig when he put in some really fast laps early," said Edwards, who was closed in late in the race when Craig began to fade and finished close behind the American.

Larry Brooks stayed on Edwards' rear wheel during the first few laps until he clipped a hay bale. A duel between Bernd Eckenbach and Kehoe carried them close to Edwards near the halfway point, but they were left behind in the closing laps when Edwards found his rhythm and closed in on Craig. Eckenbach passed Kehoe on the last lap to finish third, followed by Americans Kehoe, Brooks, Keith Johnson and Jones.

In Saturday's final, Craig passed Collin Dugmore for the lead in the whoops on lap two, but he fell at the end of the section and dropped to sixth. By the time Dugmore crashed out on lap six, Craig was back to second behind Kehoe, but he could do nothing to close the slender advantage Kehoe held. Craig went down again two laps before the end, but he had built up such an advantage that he maintained second place to finish well behind Kehoe.

Jones finished third while Mike Fisher, who missed the first day due to flight delays, passed Pedro Tragter late in the race to capture fourth.

On the final day of competition, Jones led Kehoe at the start of the final. Edwards worked his way to third at the end of the first lap, but a lap later he slid into the hay bales.

Kehoe followed Jones throughout the race and waited until the final lap to try an unsuccessful outside pass on Jones, but his second place gave him the overall title. Craig crashed out at the halfway point trying to pass Tragter for third in the whoops. Tragter's final challenger was Fisher, but Fisher lost fourth to Eckenbach not far from the finish line when Pekka Vehkonen, who was a lap down, lost control on the approach to a tabletop jump and took Fisher down as he fell back down the slope. **CN**

Results

FRIDAY MAIN: Michael Craig (Kaw); 2. Warren Edwards (Hon); 3. Bernd Eckenbach (Yam); 4. Erik Kehoe (Hon); 5. Larry Brooks (Yam); 6. Keith Johnson (KTM); 7. Mike Jones (Suz); 8. Peter Beirer (Suz); 9. Pekka Vehkonen (Yam); 10. Pedro Tragter (Suz); 11. Collin Dugmore (Hon); 12. Axel Holvoet (Kaw); 13. Marcel Van Drunen (Suz).

SATURDAY MAIN: 1. Erik Kehoe; 2. Michael Craig; 3. Mike Jones; 4. Mike Fisher (KTM); 5. Pedro Tragter; 6. Keith Johnson; 7. Axel Holvoet; 8. Roland Diepold (Kaw); 9. Collin Dugmore.

SUNDAY MAIN: 1. Mike Jones; 2. Erik Kehoe; 3. Pedro Tragter; 4. Bernd Eckenbach; 5. Mike Fisher; 6. Axel Holvoet; 7. Roland Diepold; 8. Warren Edwards; 9. Peter Beirer; 10. Dietmar Lacher (Suz); 11. Pekka Vehkonen.

O/A: 1. Erik Kehoe (Hon); 2. Mike Jones (Suz); 3. Michael Craig (Kaw).

Collie conquers Montrose MX

By Dot and Hurley Short

RAEFORD, NC, JAN 5

Kawasaki-mounted Craig Collie scored the overall win in the 500cc Amateur class at the Winter Series opening round, held at Montrose Motorsports Park.

Todd Hinson stole the holeshot in the first moto, with Scott Turlington, David Russell and Terry Baucom in hot pursuit. Turlington immediately went into the lead, dropping Hinson back to second. Russell made a pass on Hinson to move into second ad Collie took over fourth. Turlington stretched out his lead over the field, but his bike suddenly failed and he had to drop out of the race. Russell took over the lead, followed by Hinson and Collie. At the finish, it was Russell, Hinson, Collie, Clayton Leach and Jerry Robertson.

In the second moto, it was Mark Kiser with the holeshot, followed by Collie and Baucom. Collie moved into the lead and cruised to the win over Kiser, Russell, Leach and Robertson.

Van Gibson shot off the line like gang busters in the first moto of the Plus 25 class. Gibson was followed by Craig Ellis, Ron Jones, Keith Rivenbark and Brian McNeill. The riders continued in their starting order as Gibson put a lot of space between himself and the field. Jones began to move up on Ellis, and passed him on the front jump, moving McNeill into third. Gibson took the win followed by Jones, McNeill, Ellis and Keith Riverbark.

In the second moto, Ellis snagged the holeshot, followed by Starnes, McNeill, Jones and Gibson. Gibson moved up to second on the first lap, but took a fall. Jones moved into the lead and Starnes and McNeill remained in second and third.

Gibson was hustling to make up time lost when he went down, but there wasn't enough time left. Ron Jones scored the win, followed by Starnes, McNeil, Gibson and Ellis.

Results

0-65: 1. Cam DuBose (Kaw); 2. David Dunbar (Hon); 3. Chris Willis (Kaw); 4. Jesse Griner (Kaw); 5. Brandon Privatte (Kaw).

0-85 7-13: 1. Jacob Dombrosky (Suz); 2. John Morrow (Suz); 3. Tony Shirley (Kaw); 4. Kevin Bean (Kaw); 5. Cam DuBose (Kaw).

0-85 12-15: 1. Jacob Dombrosky (Suz); 2. Shane Parrish (Suz); 3. John Morrow (Suz); a4. Richard Cline (Suz); 5. Timmy Royal (Hon).

125 AM: 1. Chad Newton (Suz); 2. Sam Mitchener (Hon); 3. Brandon Turlington (Hon); 4. John Sharpe (Hon); 5. Ronnie Yarbro (Suz).

125 PRO: 1. Jason Morgart (Hon): 2. Shane Templeton (Suz); 3. Patrick Slate (Kaw); 4. Sean Skytnik (Kaw0; 5. Craig Johnson (Yam).

125 NOV: 1. Dale Hill (Kaw); 2. Kirk Ivey (Yam); 3. Jamie Holcomb (Hon); 4. Paul Leigh (Suz); 5. Mike Hyatt (Yam).

250 NOV: 1. Danny Skipper (Hon); 2. Michael Dyson (Yam); 3. Danny Belch (Hon): 4. Michael Chance (Hon); 5. Ryan Kelly (Hon).

250 AM: 1. David Prince (Hon); 2. Jon Boser (Hon); 3. Kenneth Delk (Hon); 4. Lee Williams (Yam); 5. John Sharpe (Hon).

500 AM: 1. Craig Collie (Kaw); 2. David Russell (KTM); 3. Clayton Leach (Hon); 4. Mark Kiser (Hon); 5. Jerry Robertson (Hon).

PLUS 25: 1. Ron Jones (Yam); 2. Vann Gibson (Kaw); 3. Brian McNeill (Yam); 4. Steve Starnes (Kaw); 5. Steve Addington (Hon).

PLUS 30: 1. Ron Jones (Yam); 2. Gregory Lykens (Hon); 3. Chuck Parrish (Mai); 4. Keith Rivenbark (Yam): 5. Perry Stephens (Kaw).

PLUS 40: 1. Ed Donaldson (Kaw); 2. Billy Privatte (Hon): 3. Bob Moren (Hon); 4. Kenny McDonald (Suz); 5. Jimmy Evers (Yam).

U/L: 1. Gage Fortson (Suz); 2. Jared DeCamps (Suz); 3. Jeff Donaldson (Kaw); 4. Chris Mackey (Kaw); 5. Ryan Schafer (Suz).

250-500 PRO: 1. Vann Gibson (Kaw); 2. Patrick Slate (Kaw); 3. Shane Templeton (Suz); 4. Brian McNeill (Yam); 5. Craig Ellis (Yam).

TR: 1. Roger Linberger; 2. Phillip Perry (Kaw); 3. Danny Mathis (Hon); 4. Randy Kottyan (Hon); 5. Wayne Locklear (Kaw).

Zito zaps 'em at Carlsbad MX

CARLSBAD, CA, DEC. 21

Thayne Zito powered his Pro Circuit-backed Honda CR125 to double moto wins in the 125cc Junior class at the Racing Enterprises-promoted Saturday motocross at Carlsbad Raceway.

Milano Schaefer led Seymour Bettys, Vicky Bell and Bobby Allen onto the track in the first moto, while Zito was mired near the back of the pack. Bell was the first to strike, as she motored past Bettys on the famous Carlsbad uphill, and set her sights on Schaefer. Bell overtook Schaefer a few turns later and moved into the point position.

Meanwhile, Zito rode like a man possessed and scooted into fourth by the completion of lap one. Zito forced his way past Bettys and Schaefer on lap three and began to close the distance between himself and Bell. On lap five of the eight-lap moto, Zito powered past Bell and began to pull away. Zito scored the moto win with a comfortable lead over Bell, Schaefer, Justin Lusian and Bettys.

Zito waited for no one at the start of moto two, and grabbed the holeshot ahead of Bell, Bettys and Schaefer. Zito enjoyed the lead for only a few turns, however, as he lost control and crashed in the fourth turn.

"I was pumped up because I finally got a good start, then I lost it," said Zito.

Zito remounted in last place, handing the lead to Schaefer. Bettys displaced Schaefer on the first lap and proceeded to lead the next few laps before tiring and dropping off the pace. Bell and Zito hooked up in a knock-down, drag-out battle that carried them to the front of the pack, but it was Zito who prevailed at the finish line. Bell scored her second runner-up finish of the day, while Schaefer cruised home third ahead of Bettys and Lusian.

"I've been off a bike for a long time," said Zito. "I'm just trying to get my old speed back."

Hitoshi Machida ruined the 250cc Junior class, as he roosted away with both moto wins with relative ease. Ed Stovin followed Machida home in moto one, ahead of Beau Willette and Tom Mellor, but dropped to third behind Machida and Willette in moto two. Willete scored second overall with his stronger moto two finish.

Results

125 BEG: 1. Justin Lusian (Suz); 2. Kevin Detle (Kaw); 3. Tim Williams (Kaw); 4. Keith Sievers (Yam); 5. Scott Dolphin (Suz).

125 JR: 1. Thayne Zito (Hon); 2. Vicky Bell (Hon); 3. Milano Schaeffer (Hon); 4. Donn Maeda (Hon); 5. Justin Lusian (Suz).

125 INT: 1. James DeRidder (Suz); 2. Rodrigo Dill (Kaww); 3. Steve Zoumaras (Hon).

250 BEG: 1. Keith Sherman (Kaw); 2. Skip Edwards (Hon); 3. Dan Shapard (Suz); 4. Jeff Cante (Hon); 5. Bill Justice (Yam).

250 JR: 1. Hitoshi Machida (Kaw0; 2. Ed Stovin (Hon); 3. Nick Abate (Yam); 4. Tom Wellor (Hon); 5. Beau Willetti (Hon).

250 INT: 1. Dennis Dahlin (Kaw); 2. Stephen Mitchell (Kaw); 3. Giovanni Spinali (Kaw).

250 PRO: 1. Danny Anderson (Kaw).

500 JR: 1. Aldon Colby (Hon); 2. Dave Burgess (Hon).

500 INT: 1. Dennis Dahlin (Kaw); 2. Robert Failing (Hon); 3. Gregory Berg (Kaw).

25-29 BEG: 1. Vinicio Petruceiolo (Hon); 2. Keith Sherman (Kaw); 3. Jim Williams (Kaw); 4. Lance Clark (Suz); 5. Will Dearton (Kaw).

25-29 JR: 1. Dave Burgess (Hon).

VET BEG: 1. Bob Swien (Kaw); 2. Keith Sievers (Yam); 3. Dan Shepard (Suz); 4. T.C. Brinegar (Hon); 5. Steve Amoroso (Hon).

VET JR: 1. Andy Mandell (Hon); 2. Tom Mellor (Hon); 3. Ted Kukla (Kaw); 4. Chris Jackson (Kaw); 5. Jeff Van Camp (Yam).

VET INT: 1. Rick Lundgren (Suz); 2. Chris Perez (KTM); 3. Gregory Berg (Kaw).

VET PRO: 1. Jim Odle (Hon); 2. Joe Merrihew (Yam); 3. Tim Marsh (Hon).
BOMBER: 1. Robert Failing (Hon).
OT JR: 1. Chuck Caston (Kaw); 2. Mike Stell (KTM).
OT INT: 1. Carl Powell (Kaw); 2. Tom Eberly (Hon); 3. Clive Cheffins (Kaw); 4. Frank Benacka (Yam).
OT EX: 1. Ping Pong Shark (Suz).

Lattman sloshes to Melrose Ice Race win

By Steve Meikle

MELROSE, WI, JAN. 4
Warm weather made for soft ice at the Central Wisconsin Ice Racing Association's season warm-up race at Melrose, but the weather didn't stop Mike Lattman from cleaning up the Open Pro class.

Lattman slid into the lead early in the first heat and pushed his Honda well ahead of the competition all the way to the finish. The bikes had managed to slice the inside grove deep enough to hit water by halftime, and the track had to be lengthened past the thin ice. The changes to the track didn't seem to bother Lattman in the final.

Lattman once again snatched the lead and stretched it out to the finish. Tony Kohner finished the day with a second followed by Jerry Thrune, Bob Kohner and Scott Winkler.

Brad Wildes had an exceptional, but not perfect day with wins in the 250cc Novice class and in the debut race of the new 200cc Novice class. Scott Franzosi spoiled Wilde's streak at the checkered flag in moto one when he charged out of corner four and snatched the win away by inches.

Results

SPTSMN: 1. Brian Rucker (Hon); 2. Mark Boushon (Hon); 3. Jay Weix (Kaw); 4. David Jacobson (Hon); 5. Paul Kruske (Suz).
NOV: 1. Dale Funk (Hon); 2. Ernie Duerr (Hon); 3. Al Bakke (Hon); 4. Steve Anderson (Hon); 5. Mark Gerlach (Hon).
200 STUD NOV: 1. Brad Wildes (Kaw); 2. Mike Charwin (Hon); 3. Ernie Duerr (Hon); 4. Brad Powell (Hon).
250 STUD NOV: 1. Brad Wildes (Kaw); 2. Scott Franzosi (Yam); 3. Bob Bautch (Yam); 4. Mike Vogel (Kaw); 5. Steve Anderson (Hon).
250 STUD PRO: 1. Scott Winkler (Hon); 2. Pat Kiser (Hon); 3. Jerry Thrune (C-A); 4. Jack Potter (Kaw).
OPEN STUD NOV: 1. Chris Laursen (Yam); 2. Steve Anderson (Hon); 3. Steve Richardson (Yam); 4. Don Anderson (Yam); 5. Kim Lewis (Yam).
OPEN STUD PRO: 1. Mike Lattman (Hon); 2. Tony Kohner (Hon); 3. Jerry Thrune (C-A); 4. Bob Kohner (Hon); 5. Scott Winkler (Hon).

Daily dusts Salem AX

By Clay Light

SALEM, OR, JAN 3-4
Jeff Daily, riding for Cycle Sports Kawasaki, extended his win streak in the Northwest when he topped the 250cc Pro class during both nights of racing at an arenacross doubleheader at the Oregon State Fairgrounds.

Danny Ulven, the uncontested winner in the 125cc Pro class on Friday, chased Daily throughout both 250cc Pro class motos the same evening, but just like in nearly every other moto this season, Daily came away a winner.

On Saturday, Grayson Hart looked to upset Daily in the 250cc Pro class, and the majority of spectators on this bone-chilling evening anticipated the best race of the season between the duo and Gary Beyer. The trio stayed fairly close throughout the opening laps of the first moto, but Daily slipped away at the midway point and padded his lead to the finish. Hart closed the gap toward the end after shaking off Beyer, who had a terrible crash in the series of whoop-de-doos and retired for the evening.

In moto two, Daily went on to win while Hart did all he could to take Daily's lead away but was forced to settle for second.

Rod Comstock collected wins during both nights of racing in the Open Intermediate class. Comstock outrode a combined field for the win on Friday, beating Shawn Twiss, the Junior class winner and Jason Smith. Saturday was a near carbon-copy as Comstock put his Kawasaki out front of Smith and Sean Russell to sweep Open class action.

In the Open Pro war on Saturday, Ron Milligan swapped first and second-place finishes with Frank McKuhn and was the overall winner since he topped the second moto.

Results

FRIDAY
80 BEG D-1: 1. Ryan Terlecki (Kaw); 2. Russ Robbins (Kaw); 3. Jason Comer (Kaw).
80 BEG D-2: 1. Mike Merina (Hon); 2. Josh Reubasaum (Kaw); 3. James Palmer (Kaw).
250 INT: 1. Doug Gravelle (Kaw); 2. Chad Gravelle (Kaw); 3. Devin Roe (Suz).
250 PRO: 1. Jeff Daily (Kaw); 2. Dan Ulven (Kaw); 3. Gary Beyer (KTM).
125 JR: 1. Gary Terlecki (Kaw); 2. Brad Brunkal (Hon); 3. Aaron Crawford (Kaw).
WMN: 1. Deanna Holbrook (Suz); 2. Jeanne Van Buskirk (Kaw); 3. Laurie Stange (Suz).
50+: 1. Cliff Kobernik (Hon); 2. Al Hinkley (KTM).
60 JR: 1. Ryan Gleman (Kaw); 2. Isaac Dawson (Kaw); 3. Joshua Phillips (Kaw).
60 SR: 1. Tyler Kavaney (Kaw); 2. Mike Merina (Kaw); 3. Greg Blackwell (Kaw).
125 INT: 1. Eric Rogers (Kaw); 2. Ryan Hagemann (Hon); 3. Mike Boe (Hon).

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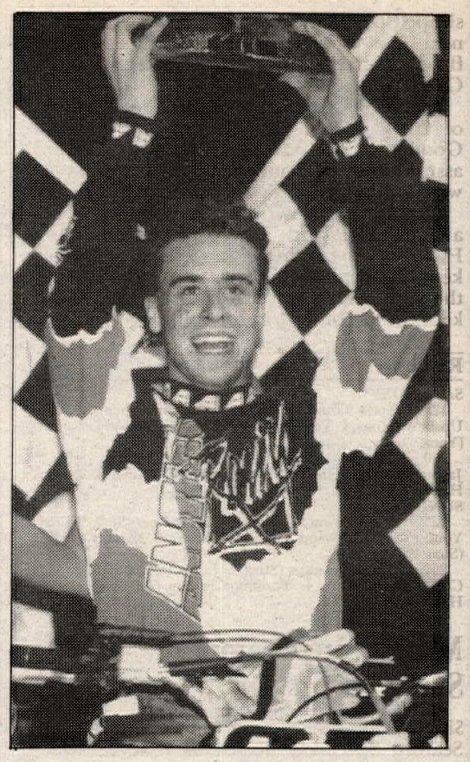
LOCAL EVENTS

Chad Pederson won the Huntington Arenacross 250cc Pro main event.



Jason Langford scored the 125cc main event win at Fort Worth Arenacross.

125 PRO: 1. Dan Ulven (Kaw).
OT $: 1. Bill Cook (Hon).
OT EX: 1. Rusty Garrison (Kaw).
OT INT: 1. Rob Comstock (Kaw); 2. Terry Thomas (KTM).
OT JR: 1. Tom Erickson (Kaw); 2. Loren Bolster (ATK).
OPEN INT/JR: 1. Rod Comstock (Kaw); 2. Shawn Twiss (Hon); 3. Jason Smith (KTM).
OPEN BEG: 1. Sean Russell (Hon); 2. Jim Selyer (KTM); 3. Kevin Bates (Kaw).
30-40 JR: 1. Deanna Holbrook (Suz); 2. Glynn Higgins (Yam); 3. Rob Comstock (Kaw).
UTH: 1. Gary Beyer (KTM); 2. Frank McKuhn (KTM).
30-40 $: 1. Arne Hettman (Hon).
125 BEG D-1: 1. Jeremiah Kirkes (Hon); 2. Russell Cree (Hon); 3. David Pond (Suz).
125 BEG D-2: 1. Doug McKuhn (Kaw); 2. Sean Muroe (Kaw); 3. Butch Isaacson (Hon).
80 JR: 1. Doug McKuhn (Kaw); 2. Dustin Lenaburg (Suz).
80 INT: 1. Robert Holtgrew (Kaw).
250 JR: 1. Matt Bennett (Hon); 2. Greg Harmon (Hon); 3. Bill Rush (Suz).
250 BEG: 1. Rick Johnson (Hon); 2. Dustin Wilson (Hon); 3. Steve Jackson (Hon).
SATURDAY
250 BEG: 1. Kevin Wilkison (Suz); 2. Rick Johnson (Yam); 3. Mike Farmer (Hon).
P/W: 1. Ryan Coleman; 2. Joshua Phillips (Yam); 3. Bryan Swarm (Suz).
WMN: 1. Susan Smith (Kaw); 2. Deanna Holbrook (Suz); 3. Jeanne Van Buskirk (Kaw).
50+: 1. Cliff Kobernik (Hon); 2. Albert Hinkley (KTM).
60 JR: 1. Isaac Dawson (Kaw); 2. Ryan Coleman; 3. Joshua Phillips (Kaw).
60 SR: 1. Mike Merina (Kaw); 2. Jason Hanson (Kaw); 3. Tyler Kavaney (Kaw).
OPEN PRO: 1. Ron Milligan (Hon); 2. Frank McKuhn (KTM).
OPEN INT/JR: 1. Rod Comstock (Kaw); 2. Jason Smith (KTM); 3. Shawn Twiss (Hon).
OPEN BEG: 1. Kevin Bates (Kaw); 2. Bret McCord (KTM); 3. Jim Selyer (KTM).
80 JR: 1. Cory Rasmussen (Kaw); 2. David Turner (Kaw); 3. Doug McKuhn (Kaw).
30-40 JR: 1. Susan Smith (Kaw); 2. Deanna Holbrook (Suz); 3. Walter Call (KTM).
30-40 $: 1. Ron Milligan (Hon).
UTH: 1. Frank McKuhn (KTM); 2. John Kauffman (Hon); 3. Steve Farmer (Hon).
250 PRO: 1. Jeff Daily (Kaw); 2. Grayson Hart (Hon); 3. Gary Beyer (KTM).
250 INT:1 . Chad Gravelle (Kaw); 2. Devin Roe (Suz); 3. Travis Berry (Yam).
250 JR: 1. Brad Brunkal (Hon); 2. Rick Ballentine (Yam); 3. Matt Bennett (Hon).
125 INT: 1. Ryan Hagemann (Hon); 2. Tony Renfro (Kaw); 3. Rich Collicot (Kaw).

Kizzar conquers Huntington AX

By David Patton

HUNTINGTON, WV, JAN. 4-5
Kenny Kizzar was the dominant rider at rounds four and five of the Coors Light/ASK Indoor Motocross Series, held in the Huntington Arena. Kizzar scored three main event wins over the two days of racing.

Kizzar put his Suzuki in the lead at the start of Saturday's 250cc main event and never looked back. Chuck Reed led the attack, with Josh Steel and Davey Yezek right behind. Chad Lough worked into third by the fourth lap. Yezek held fourth ahead of Steel but right behind him was David Hand, Steve Childress and Chad Pederson, who all got terrible starts. Pro Circuit/Arai/Gear-backed Kizzar scored the win, with Reed second. Lough finished third, with Hand fourth and Pederson fifth.

"It seemed pretty easy, once I got out in front," said Kizzar about his win.

Sunday's 125cc final was by far the most exciting race of the weekend, as three riders went into the last whoop section fighting for the lead. Kizzar got the holeshot ahead of Yezek and Pederson. Lough led Hand, Jason Balas and Reed just behind the leaders. Yezek passed Kizzar right after the first turn, and Pederson moved in to challenge Kizzar. Yezek held the lead, but with three laps to go Kizzar took the lead. For the last three laps, there was a three-way battle for the lead, and when the white flag came out it was anyone's race. Pederson tried to go outside of Kizzar for the lead, but clipped Kizzar's rear wheel and stalled his bike. Yezek had to avoid Pederson, and that gave Kizzar all the time he needed to clinch his second win of the weekend. Yezek rode to second, ahead of Lough. Hand finished fourth, and Balas held off Reed for fifth.

"I finally got a little luck," said Pederson after he shredded Sunday's 250cc final.

Pederson came off the line third, and by the second lap was knocking on leader Reed's rear wheel. Reed and Hand had shared the lead until Pederson moved into second. Yezek and Kizzar got mid-pack starts, but they were together again in fourth and fifth.

On the fifth lap, Pederson and Reed bumped in the whoop section and Hand slipped into third. Yezek began to gain on the leaders, and his pressure spurred Pederson on. With five laps to go, Reed slammed the door on Pederson in the last turn, but he went off the track two turns later, giving Pederson the lead. Reed held on to second despite having banners tangled in his rear wheel. Yezek made another mistake and lost four places. Hand took over third, just ahead of Kizzar and Chad Lough. Pederson scored his first win of the series and Reed finished second. Hand finished third, ahead of Kizzar.

Results

SATURDAY
P/W: 1. David Whitcraft (Yam); 2. Christopher Whitcraft (Yam); 3. Kyle Teel (Yam); 4. Willy Browning (Yam); 5. Micky Marshall (Yam).
65 7-11: 1. Jeff Gibson (Kaw); 2. Scott Kuchler (Kaw); 3. Tim Stroyne (Kaw); 4. David Whitcraft (Kaw); 5. Brandon Bartz (Kaw).
80 7-11: 1. Anthony Wickens (Kaw); 2. Brandon Bartz; 3. Scott Kuchler (Yam); 4. Jeremy Berwanger (Kaw); 5. Jeff Gibson (Yam).
80 12-13: 1. Mark Burkhart (Hon); 2. Ryan Gauld (Hon); 3. Jason McGuyrt (Kaw); 4. Chris Osborne (Kaw); 5. Karl Scott (Suz).
80 14-15: 1. Doug Brown (Suz); 2. Eric McPhee (Suz); 3. Gary Rawlins, Jr. (Kaw); 4. Eddy Turner (Kaw); 5. Estel Walton (Suz).
125 B: 1. Mark Booker (Yam); 2. Heath Bennett (Yam); 3. Jack Steele (Suz); 4. Michael Hollen (Hon); 5. Tommy Schesser (Kaw).
125 C: 1. Jim Warner (Suz); 2. Dennis Butcher (Hon); 3. Robert Ling (Hon); 4. Britton Blair (Kaw); 5. Brian Cantley (Hon).
250 B: 1. Mike Welsh (Kaw); 2. Matt Kelley (Suz); 3. Kevin Deyling (Hon); 4. Tommy Schesser (Kaw); 5. Richard Robinson (Hon).
250 C: 1. Jim Warner (Suz); 2. Steve Litz (Yam); 3. Steve Morgan (Yam); 4. Bruce Uhl (Hon); 5. Scott Meeks (Yam).
OPEN B: 1. Mike Welsh (Kaw); 2. Matt Kelley (Hon); 3. Bill Allen (Kaw); 4. Kevin Deyling (Hon); 5. Mark Safreed (Yam).
25+: 1. Mike Postlewaite (kaw); 2. Mike Morgan (Yam); 3. Dave Osborne (Hon); 4. Scott Sampson (Hon); 5. Randy Campbell (Hon).
30+: 1. Scott Sampson (Hon); 2. Richard Robinson (Hon); 3. Randy Campbell (Hon); 4. Jeff Pollock (Hon); 5. Gary Baisden (KTM).
125 PRO: 1. Steve Childress (Suz); 2. Josh Steel (Kaw); 3. Chad Pederson (Yam); 4. Dave Hand (Hon); 5. Davey Yezek (Kaw).
250 PRO: 1. Kenny Kizzar (Suz); 2. Chuck Reed (Kaw); 3. Chad Lough (Suz); 4. Dave Hand (Hon); 5. Chad Pederson (Yam).
SUNDAY
P/W: 1. David Whitcraft (Yam); 2. Willy Browning (Yam); 3. Brent Maimone (M-M); 4. Jeffrey Fields (Yam); 5. Kyle Teel (Yam).
65 7-11: Jeff Gibson (Kaw); 2. Brandon Bartz (Kaw); 3. Tim Stroyne (Kaw); 4. Scott Kuchler (Kaw); 5. Brian Bartlett (Kaw).
80 7-11: 1. Jeremy Berwanger (Kaw); 2. Brandon Bartz (Kaw); 3. Scott Kuchler (Yam); 4. Tim Stroyne (Kaw); 5. Jeff Gibson (Yam).
80 12-13: 1. Mark Burkhart (Hon); 2. Karl Scott (Suz); 3. Ryan Gauld (Hon); 4. Joey Ballinger (Kaw); 5. Jason McGuyrt (Kaw).
80 14-15: 1. Eddy Turner (Kaw); 2. Eric McPhee (Suz); 3. Bryan Waller (Kaw); 4. Gary Rawlins Jr. (Kaw); 5. Estel Walton (Suz).
125 B: 1. Nick Troutman (Suz); 2. Michael Hollen (Hon); 3. Chris Desantis (Kaw); 4. Roland Diamond (Kaw); 5. Mark Booker (Yam).
125 C: 1. Jim Warner (Suz); 2. T.J. Somers (Suz); 3. Brian Cantley (Hon); 4. Robert Ling (Hon); 5. Britton Blair (Kaw).
250 B: 1. Matt Kelley (Suz); 2. Mike Welsh (Kaw); 3. Paxton Mendelssohn (Kaw); 4. Mike Hogan (Hon); 5. Mark Booker (Yam).
250 C: 1. Bruce Uhl (Hon); 2. Jim Warner (Suz); 3. Steve Morgan (Yam); 4. Eric Thompson (Yam); 5. Robin Watkins (Kaw).
OPEN B: 1. Mike Welsh (Kaw); 2. Kevin Deyling (Hon); 3. Shaun Swisher (Hon); 4. Scott Fontaine (Kaw); 5. Douglas Peak (Yam).
25+: 1. Mike Postlewaite (Kaw); 2. Scott Sampson (Hon); 3. Mike Morgan (Yam); 4. Kirk Jeffries (Hon); 5. Doug Mohr (Kaw).
30+: 1. Scott Sampson (Hon); 2. Richard Robinson (Hon); 3. Jeff Pollock (Hon); 4. Kelly Sullivan (KTM); 5. James Adams (Hon).
125 PRO: 1. Kenny Kizzar (Suz); 2. Davey Yezek (Kaw); 3. Chad Lough (Suz); 4. Dave Hand (Hon); 5. Jason Balas (Hon).
250 PRO: 1. Chad Pederson (Yam); 2. Chuck Reed (Kaw); 3. Dave Hand (Hon); 4. Kenny Kizzar (Suz); 5. Chad Lough (Suz).

Tinney, Clowers conquer Fort Worth Arenacross

By Kat Spann

FORT WORTH, TX, JAN. 4-5
Terry Tinney and Tommy Clowers starred at the Mike Kidd Promotions/AMA National Arenacross Series opener. Over 15,000 spectators and 400 riders showed up at Will Rogers Coliseum for the three-day event.

Saturday night's sellout crowd cheered Tinney on to win a heated 125cc main event that brought the crowd to their feet several times in its 20-lap duration, while Clowers captured the first 250cc main event of the 10-race series.

When the band snapped for the 125cc main, Tinney nosed out in front of Chris Young, Cliff Palmer and Dennis Hawthorne. Young got caught in traffic and fell, giving Tinney the lead. Palmer and Jason Upshaw battled for second through the stadium whoop section. The pressure was on Tinney, as Palmer stayed on his fender. The crowd came to their feet as Tinney and Palmer shot 60 feet in the air off the triples. At the halfway mark, Upshaw joined Palmer in chase behind Tinney's. When the white flag fell on Tinney and Palmer, only a single bike-length separated them, but it was to be Tinney's victory tonight as he greeted the checkered flag first.

Fourteen 250cc Experts lined the gate as the crowd geared up for what they hoped would be a repeat of the 125cc main event excitement. As bikes shot off the gate, Clowers battled with Jimmy Gaddis for the holeshot as they entered a whoop section. Gaddis got an eventual grip on the lead. Cliff Palmer followed Clowers for five laps before moving into second.

Gaddis and Palmer collided on the 14th lap after the triple jump. Gaddis went down and Palmer took the lead. Palmer, Clowers and Upshaw met the white flag lap in close formation, but Palmer's luck was about to run out. After his spill, Gaddis circled the track slowly and collided with Palmer in the last turn as he was being lapped. Clowers scored the win, while Palmer regrouped to finish second.

On Sunday, Jason Edwards brought the crowd to their feet as he took the checkered flag in Sunday's 125cc main event. Edwards and Palmer chased Dennis Hawthorne for the first four laps, but motored past as Hawthorne went down in the whoops. Palmer assumed the front position with Edwards breathing down Palmer's airbox for more than half of the 20 laps. Palmer seemed to lag as Edwards

slipped by Palmer in the whoops. Edwards' next five laps to the checkered flag were flawless. Palmer claimed second, ahead of Chris Young.

In the 250cc main, Hawthorne rocketed out of the gate with Tim Hodes and Grayson Goodman behind. Gaddis and Langford assumed the one and two spots on lap one, with Palmer and Clowers a tire length behind.

On lap five, Hawthorne stalled in a corner and Gaddis and Langford leaped past. Hawthorne was able to keep third. Langford kept the heat on Gaddis, while Palmer got the edge on Hawthorne to secure third. Gaddis kept the gas on to win the 250cc main.

Results

SATURDAY
125: 1. Terry Tinney (Hon); 2. Cliff Palmer (Suz); 3. Jason Upshaw (Hon); 4. Tommy Clowers (Kaw); 5. Jason Langford (Yam).
250: 1. Tommy Clowers (Kaw); 2. Cliff Palmer (Suz); 3. Jason Upshaw (Hon); 4. Terry Tinney (Hon); 5. Dennis Hawthorne (Kaw).
SUNDAY
125: 1. Jason Edwards (Kaw); 2. Cliff Palmer (Suz); 3. Chris Young (Suz); 4. Jason Langford (Yam); 5. Jimmy Gaddis (Suz).
250: 1. Jimmy Gaddis (Suz); 2. Jason Langford (Yam); 3. Cliff Palmer (Suz); 4. Tommy Clowers (Kaw); 5. Dennis Hawthorne (Kaw).

Miller scores Seaford Super Bikers win

SEAFORD, DE, DEC. 24

Seaford Speedway hosted its first Delaware State Super Bikers Championship, which was won by Mark Miller. The event was based on the old Wide World of Sports event and pitted motocross, road racers and dirt trackers against each other in a single competition.

The riders competed in motocross, short track, TT scrambles and dirt drags and were scored on their best three events.

The first event was the short track and at the flash of the green light, L&D Suzuki's Miller led the pack into turn one followed closely by Rick Johnson and Billy Joe Griffith. At the end of 12 laps the positions remained the same, with Miller picking up his first of three victories of the day.

Next up was the TT scrambles and the qualifier saw Miller narrowly edge out Kene Hall for the win.

In the TT feature, it was again Miller and Hall battling for the lead. Hall would close up on Miller's rear wheel in the chicane, while Miller would open up some room in the short track section. At the end of 10 laps, Miller had his second victory followed by Rick Johnson.

Next up was the motocross, and Hall swept both motos to take the overall win. Tim Bahan finished second overall.

The final event was the dirt drags, and Miller breezed through the two rounds and on to victory. After the scores were tabulated, Miller was named the Super Bikers Champion. He was followed by Hall and Rick Johnson.

Results

ST
251-OPEN: 1. Mark Miller (Hon); 2. Rick Johnson (Yam); 3. William Griffith (Yam).
125-250: 1. Brett Johnson (Yam).
DIRT DRAG: 1. Mark Miller (Hon).
MX
125-250 KNOBBY: 1. Timothy Bahen (Hon); 2. Kene Hall (Kaw).
TT SCRAMBLES
251-OPEN: 1. Mark Miller (Hon); 2. Rick Johnson (Yam); 3. William Griffith (Yam).
125-250 KNOBBY: 1. Kene Hall (Kaw); 2. Timothy Bahen (Hon).
SUPER BIKERS CHALLENGE CUP
O/A: 1. Mark Miller (Hon); 2. Kene Hall (Kaw); 3. Rick Johnson (Yam).

Bartsch blasts Hidden Valley HS

By Robert Wiegel

SAN ANTONIO, TX, DEC. 15

Rodney Bartsch fought off a hard charging Guy Wurst for the 250cc Intermediate class win at the sixth round of the VP Racing Fuels/AXO/Dunlop-sponsored South Texas Hare Scrambles Series, held at Hidden Valley Park.

Bartsch's closest compeition throughout the two and a half hour event came in the form of Wurst, who trailed only a minute behind Bartsch on each lap. Bartsch took the holeshot, but Wurst started in fifth place and closed fast. After just one lap Wurst had managed to move up to second. Bryan Hanson and Mark Vickers closed the gap between themselves and the leaders. Hanson made up a three minute deficit on the last three laps, only to place third a minute behind Wurst. Vickers matched Hanson's lap times, but trouble at one of the five water crossings caused him to lose a minute, placing him six minutes behind the leader and fourth in the class.

The Open Intermediate class saw VP/Dunlop-backed Eddie Harrison and Guy Hipsher chasing Shane Wills throughout the length of the race. Wills built a two minute lead on lap two of the event, with Harrison and Hipsher dogging it out for second. Hipsher took the lead for second place on the fourth lap, passing Harrison on the special motocross test section. Harrison charged back

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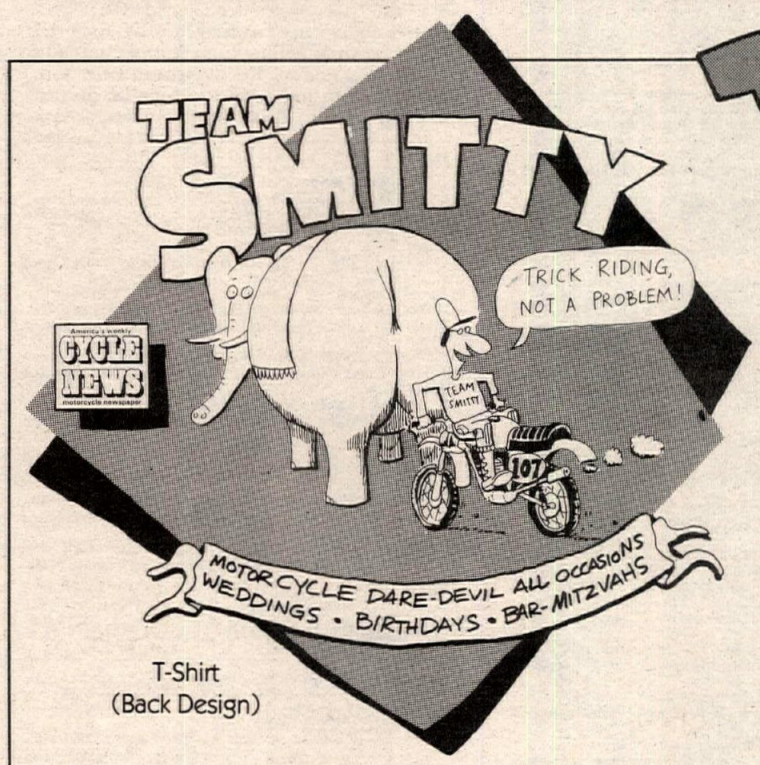

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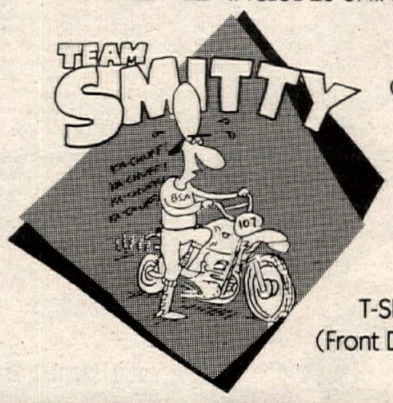

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"1991 DELMONT MOTOCROSS NATIONALS"

(#159A) Only 13 points separated Jean Michel Bayle and reigning 500cc National Champion Jeff Ward going into round 4 of the series in Delmont, Pennsylvania, as Jeff Stanton rounded out the top three 4 points behind Ward.

In the 125cc class, only 3 rounds remained in the series to decide the championship, as Suzuki's Guy Cooper made an all-out attempt to capture points from season points leader Mike Kiedrowski.

Narrated by Larry Maiers, with "Inside Motocross" Feature by Bob Hannah. 48 minutes from Powersports Video.

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LOCAL EVENTS

Scotty Brown was undefeated at the Richmond Indoor Ice Races.

on the following lap, decidingly taking second and then building a one minute lead on Hipsher. While Harrison and Hipsher were slicing and dicing for second place, Willis continued to add to his lead that amounted to eight minutes.

Results

OPEN PRO: 1. Kent Howerton (Hon); 2. Steve Cardwell (Suz); 3. Andy Bradshaw (Hon); 4. Jeremy Fipps (Hon); 5. James Mitchell (Kaw).
OPEN EX: 1. Terry Bainbridge (Kaw); 2. Charles Worley (Hon); 3. Darryl Wills (Hon); 4. Stacy Horn (Hon); 5. Marek Janecka (Kaw).
200 EX: 1. Gary Windham (Kaw); 2. Alan Kisse (Kaw); 3. Howard Bailey (Kaw); 4. Norm Olley (Kaw).
OPEN INT: 1. Shane Wills (Hon); 2. Eddie Harrison (Suz); 3. Guy Hipsher (Hon); 4. George Hipsher (Hon); 5. Chris Cessna (Kaw).
250 INT: 1. Rodney Bartsch (Hon); 2. Guy Wurst (Kaw); 3. Bryan Hanson (Yam); 4. Mark Vickers (Kaw); 5. Mark Maness (Suz).
200 INT: 1. Doug Klima (Kaw); 2. Mike Villenarette (Kaw); 3. David Mildren (Hon); 4. Richard Kepler (Kaw); 5. Jimmy Quick (Kaw).
125 INT: 1. Duane Badgley (Kaw); 2. Chris Jansley (Hon); 3. Nick Benefiel (Yam); 4. Brian Fetsch (Suz); 5. James Moore (Kaw).
4-STRK: 1. Matt Cessna (Hon); 2. Richard Bakke (Suz); 3. John Renken (Hon); 4. Mr. Grant (Hon).
OVER 40: 1. Howard Juckett (KTM); 2. Kenneth Clark (Hon); 3. C.L. Nickelson (Suz); 4. James Shewmaker (Kaw); 5. David Daniels (Yam).
VET: 1. Mark Childre (Kaw); 2. Mike West (Hon); 3. Dwayne Carleton (Suz); 4. John Maldonado (Yam); 5. John Moore (Kaw).
OPEN BEG: 1. Larry Buckley (Hon); 2. Steve McKinney (KTM); 3. Dewey Poteet (Yam); 4. Carter White (Suz); 5. Mark Church (Kaw).
200 BEG: 1. James Clark (Kaw); 2. Lance Simmons (Hon); 3. Bill Holland (Suz); 4. Richard Campbell (Yam); 5. Robert Lockwood (Yam).
S/SR: 1. Ken Langham (Hon); 2. Bill Canion (KTM); 3. Sam Bennett (Kaw); 4. F.W. Menou (Kaw); 5. Calvin Cardwell (Suz).
WMN BEG: 1. Alicia Felthauser (Kaw).
JR BOYS: 1. Brian Mullins (Kaw); 2. Eddie Sunilla (Kaw); 3. Jason Henderson (Hon).
80 SR: 1. Brian Canion (Kaw); 2. Brant Dickerson (Kaw).
80 JR: 1. Drew Dunbar (Yam); 2. Jones Rogers (Kaw); 3. Jason Burdine (Yam); 4. John Buckley (Hon); 5. Jayson Hock (Kaw).
60: 1. Brent Klima (Kaw0; 2. Chris Clutter (Kaw).
50: 1. M. Purks (Yam); 2. B. Beaubout (Yam); 3. W. McCullough (Yam); 4. Robert Miller (Yam); 5. K. Jones (Yam).

Lattman slips to Hatfield Ice Race win

By Steve Meikle

HATFIELD, WI, JAN. 5
Mike Lattman smoked the Open Pro class at the Central Wisconsin Ice Racing Association's 1992 season points opener, a record number of entries showed up at the Lake Arbutus venue.

Cliff Eckes launched a well-executed holeshot in the Open Pro class, only to have Lattman slip into the front spot-while exiting corner two. Lattman held on to the lead until the end, while Eckes had to contend with repeated attacks from Bob Kohner for the second spot. Kohner managed to push ahead of Eckes several times, but Eckes would not give in and fended off one last charge by Kohner to take second, leaving Kohner in third.

The second moto saw Eckes grab another holeshot. This time, Eckes held on to the lead while Lattman played catch-up. Lattman slowly reeled Eckes in, and in corner three on the white flag lap, Eckes hooked a groove and allowed Lattman and Tony Kohner to slide by. Lattman scored the overall win, and Eckes held on to second overall.

The 250cc Pro class saw Camel Pro dirt tracker Davey Durelle up against some stiff competition. Durelle worked his way around the pack at the start and found himself in front with Eckes not far behind. Randy Livingston started working through traffic and quickly picked off Eckes for second position and set his sights on Durelle. Livingston pushed hard and found a way around Durelle to take the win.

Brad Wilde topped the 200 and 250cc Novice classes aboard his Kawasaki KDX200.

Larry Strangfeld took the honors in the Pro Motocross class. Ed Crothers and Gary Beheens both managed to stay with Strangefeld and let him know that he was not alone.

Results

JR: 1. Luke Jacobson (Suz); 2. Aaron Behreens.
RUBBER: 1. Ed Crothers (Yam); 2. Gerry Thrune.
SPTSMN: 1. Mark Boushon (Hon); 2. Darren Smith (Hon); 3. Jack Foemmel (Kaw); 4. Brian Rucker (Hon); 5. Jay Weix (Kaw).
NOV: 1. John Strangfeld (Kaw); 2. Ernie Duerr (Hon); 3. Craig Gutenburg (Hon); 4. Al Bakke (Hon); 5. Jesse Johnson (Hon).
PRO: 1. Larry Strangfeld (Kaw); 2. Gary Beheens (Hon); 3. Ed Crothers (Yam); 4. Ray Leggate (Hon); 5. Mark Heineck (Hon).
200 STUD NOV: 1. Brad Wilde (Kaw); 2. Jeff Netzer (Kaw); 3. Ernie Duerr (Hon); 4. Craig Gutenberger (Hon); 5. Mike Baker (Kaw).
250 STUD NOV: 1. Brad Wildes (Kaw); 2. Mike Vogel (Kaw); 3. Bob Bautch; 4. Dale Funk (Hon); 5. George Vogel (Kaw).
250 STUD PRO: 1. Randy Livingston (Kaw); 2. Davey Durelle (Kaw); 3. Rick Holder (Hon); 4. Cliff Eckes (Yam); 5. Steve Kasson.
OPEN STUD NOV: 1. Woody Eckes (Yam); 2. Stave Richardson; 3. Corey Foemmel (Kaw); 4. Steve Anderson (Hon); 5. Larry Holder (H-D).
OPEN STUD PRO: 1. Mike Lattman (Hon); 2. Cliff Eckes (Yam); 3. Tony Kohner (Hon); 4. Robert Buffington; 5. Bob Kohner (Hon).

Young grabs gold at Carlsbad MX

By Dave Burgess

CARLSBAD, CA, DEC. 28
Fox Racing/Pro Circuit/Shoei-backed Chris Young scored the top money in the 250cc Pro class at the Racing Enterprises Saturday MX at Carlsbad Raceway.

As the gate fell for the first moto, it was Tony Amaradio way out in front of the field. Young was second, just ahead of Derek Natvig and Rob Sirosky. Young quickly caught the back end of Amaradio, and the two riders sped away from the rest of the field. The pace they set was fast, and before the halfway point in the moto they began weaving through slower riders. Lapped riders gave Amaradio problems, and two laps from the finish Young shot by Amaradio for the lead.

Amaradio nailed the holeshot in moto two, with Young close behind. The race began to look like a carbon copy of the first, but this time Amaradio was able to keep a clear advantage over Young. Amaradio, Young and 500cc Intermediate Robert Failing went into a turn where there was only room for one rider, and it was Young emerging with the lead and the moto win. Amaradio held second, with Natvig and Sirosky rounding out the top four.

Results

80 BEG: 1. Jason Daniel (Kaw); 2. Ethan Ducre (Suz); 3. Keven Smith (Kaw).
80 JR: 1. Manny Arias (Kaw).
BOMBER: 1. Robert Failing (Hon); 2. Scott Freeman (Yam).
125 BEG: 1. David Jenkins (Hon); 2. Brad Peters (Suz); 3. Justin Lusian (Suz); 4. Andrew Kay (Yam); 5. Bill Walezak (Hon).
125 JR: 1. Greg Burdell (Kaw); 2. Milano Schaeffer (Hon).
125 INT: 1. Roger Saens (Kaw); 2. Giovanni Spinali (Kaw).
250 BEG: 1. Jeff Kirks (Hon); 2. Charles Cope (Hon); 3. Marshall Dunham (Kaw); 4. Chris Mangen (Hon).
250 JR: 1. Randy Rush (Hon); 2. Chip Schell (Yam); 3. Tom Mellor (Hon); 4. Jeff Robson (Hon); 5. Beau Willette (Hon).
250 INT: 1. Lars Erik Larsson (Yam); 2. James DeRidder (Suz); 3. Jason Muscroft (Suz); 4. Ignacio Rivers (Hon); 5. Steve Zoumaras (Hon).
500 BEG: 1. Dave Westfall (Hon).
500 JR: 1. Aldon Colby (Hon); 2. John Tookey (Kaw).
500 INT: 1. Robert Failing (Hon); 2. Greg Berg (Kaw); 3. Dan Paulson (Kaw).
PRO: 1. Chris Young (Suz); 2. Tony Amaradio (Yam); 3. Derek Natvig (Kaw); 4. Rob Sirosky (Hon).
25-29 BEG: 1. Jim Williams (Kaw); 2. Jeff Morgan (Hon); 3. Chris Mangen (Hon).
25-29 JR: 1. Nick Abato (Yam); 2. Dave Burgess (Hon).
25-29 INT: 1. Wili Zarth (KTM).
VET BEG: 1. Bob Swien (Kaw); 2. Greg Boyee (Hon); 3. Tom Cometa (Hon); 4. T.C. Brinegar (Hon); 5. Pete McCormick (Kaw).
VET JR: 1. Fritz Schlegel (Yam); 2. Jeff Gray (Hon); 3. Aldon Colby (Hon); 4. Ted Kukla (Kaw); 5. Curtis Jablonski (Hon).
VET INT: 1. Marc Crosby (Yam); 2. Greg Berg (Kaw); 3. Rick Richards (Kaw); 4. Steve Zaumaras (Hon); 5. Robert Failing (Hon).
VET PRO: 1. Michel Preston (Kaw); 2. Joe Merrihew (Yam); 3. Jim Odle (Hon); 4. Rob Wilshire (ATK); 5. Doug Schweizer (KTM).
OT JR: 1. Len Verner (Hon); 2. Chuck Caston (HOn); 3. Mike Stell (KTM).
OT INT: 1. Tom Everly (Hon); 2. Bill Malone (Hon); 3. Bruce Forinash (Yam); 4. Dan Featheringill (Kaw).
OT EX: 1. Lars Larsson (Yam); 2. Tim Daily (Hon); 3. Gene Phelps (Suz); 4. Lee Amaradio (Suz).

Brown hot at Richmond Ice Race

By Holly Fowler

RICHMOND, VA, DEC. 15
Scotty Brown was undefeated at the Year on Wheels-promoted 1991 USA Indoor Speedway Motorcycle Ice Racing Championship held in Richmond, Virginia.

Action and controversy started in the first heat race of the night. Brown made the best start, while Diem and Monnel tangled and crashed at the start of the race. The referee called for a complete restart. Brown again made the gate with Diem in second place. This order remained until Diem took a shot at Brown on the last lap, which sent both riders tumbling into the crash wall. The referee brought out the red flag and deemed Diem the cause.

Riders earned points after placing in each heat, after 16 heats, points are tabulated. The top three point holders transferring to the main event were Brown, with a 12 point perfect score, Warren Diem, and Dale Wakefield with nine points each. The fourth and final position in the main would be determined by a Last Chance Qualifier. Mike Cortez won the Last Chance Qualifier and filled the last slot for the main event.

Brown made the best start and rode the Shoei/Oury/Blendzall/K-N/Terry Cable-backed Jawa to a wire-to-wire win. Diem finished second, with Wakefield and Cortez third and fourth, respectively.

Chandler charges to San Jose Endurothon win

By Bill Spencer

SAN JOSE, CA, DEC. 14
Doug Chandler took a break from the high-speed world of European road racing and captured the overall win at round two of the 2-Hour Endurothon Series, held at the San Jose Fairgrounds Speedway. Chandler completed 30 laps on the 1.8 mile scrambles track that wound through the speedway.

Chandler went unchallenged for the Ironman award, as he grabbed the holeshot aboard his Yamaha YZ250 and rode the remainder of the race unchallenged. The only rider that stayed on the lead lap was Team Harley-Davidson's 600cc National Dirt Track champ, Chris Carr. Suzuki RM250-mounted Carr gated second, but could not match the pace set by Chandler.

Mark Smith teamed with Danny Malfatti, and despite a crash by Malfatti, won the Expert Enduro Team class just in front of Rod Lake and Andy Tressor.

Ed Soper teamed with Chris Mitchell for the next spot and first in Sportsman Enduro team trophy spots, while Todd Damron was third Expert and Steve Randazzo tops in the Vet Expert class. Steve and Tim Alarcon were third in the Expert Team over Bill Fagundes and Keith Day, with fifth Expert Team to Joe Pineda and Aaron Hill.

Rod Spencer was once again on top of the overall Open class, but decided to ride Ironman for this win with Rob Damron switching to the Open class. Damron scored second overall behind Vet Expert and Open Expert winner, Mike Sprenger. Sprenger took his ATK to third overall in front of Andy Tressor, while Jeff Johnson was fifth overall and first Four-Stroke Sportsman Ironman.

Co-Rookie of the Year on the flat track scene, Steve Raymond, teamed with ISDE veteran Phil Douglas for sixth overall and first Expert Team, despite one extra stop to tape on the seat of the KTM. Eric Kiser, who co-rode with Spencer in the first round, found help with Cory Perreault, who finished second in the Junior Nationals, and they topped the Sportsman Enduro Team effort over James Ptarcinski and Brian Jelich's team. CN

Results

RACE 1: 1. Bob Majory/Paul Symmons (Kaw); 2. Scott Surman (Suz); 3. Brad Axelrad (Kaw); 4. Jason Kasper (Hon); 5. Eric Miller (Kaw).
RACE 2: 1. Doug Chandler (Yam); 2. Chris Carr (Suz); 3. Mark Smith/Dan Malfatti (Suz); 4. Rod Lake/Andy Tressor (Yam); 5. Ed Soper/Chris Mitchell (Suz).
RACE 3: 1. Rod Spencer (Suz); 2. Rob Damron (Suz); 3. Mike Sprenger (ATK); 4. Andy Tressor (Yam); 5. Jeff Johnson (Hon).

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Superbike Road Race Series

4/5	Albacete, Spain
4/19	Donington Park, Great Britian
5/3	Mugello, Italy
5/10	Hockenheim, Germany
5/24	Francorchamps, Belgium
6/14	Brainerd, MN, USA
6/28	Paul Ricard, France
7/12	Oesterreichring, Austria
8/9	Most, Czechoslovakia
8/23	Shah Alam, Malaysia
8/30	Sugo, Japan
9/13	Assen, Holland
10/4	Monza, Italy
10/18	Manfield, New Zealand
10/25	Phillip Island, Australia

World C'ship Endurance Road Race Series

4/26	LeMans, France
7/19	Johor, Malaysia
7/26	Suzuka, Japan
8/16	Francorchamps, Belgium
9/20	Paul Ricard, France
10/25	Phillip Island, Australia

World C'ship Observed Trials Series

3/29	TBA, Spain
4/5	Bilstain, Belgium
4/19	TBA, Great Britian
4/26	Powerscourt, Ireland
5/17	Eyhoutiers, France
5/24	TBA, Andorra
6/7	Nepomuk, Czechoslovakia
6/14	Myslenice, Poland
6/21	Kiefersfelden, Germany
7/5	TBA, Italy
8/3	Rennie, Canada
9/5	Watkins Glen, NY, USA

Trial des Nations

9/7	Watkins Glen, NY, USA

World C'ship 125cc MX Series

3/29	Jerez, Spain
4/5	TBA
4/12	Ponte Egola, Italy
4/26	Plomion, France
5/3	Genk, Belgium
5/10	Svamphanan, Sweden
5/24	Kaposvar, Hungary
6/14	Dalecin, Czechoslovakia
7/12	Gdynia-Kolibki, Poland
7/26	Amatitlan, Guatemala
8/2	Campos Jordao, Brazil
8/23	Suzuka, Japan

World C'ship 250cc MX Series

4/5	Valkenswaard, Holland
4/12	Payerne, Switzerland
4/26	Schwanenstadt, Austria
5/3	Gallarate, Italy
6/14	Northeim, Germany
6/21	Foxhill, Great Britian
7/12	Maracay, Venezuela
7/19	Unadilla, NY, USA
8/2	Tibro, Sweden
8/9	Heinola, Finland
8/23	Suzuka, Japan

World C'ship 500cc MX Series

4/5	San Bernardino, CA, USA
5/3	Sverepec, Czechoslovakia
5/10	Sittendorf, Austria
5/24	Ruskeasanta, Finland
6/14	Baldasserona, San Marino
6/21	Reisersberg, Germany
7/5	Hawkstone Park, Great Britian
7/12	Cussac, France
7/19	Lichtenvoorde, Holland
8/2	Namur, Belgium
8/9	Folkendange, Luxemburg
8/23	Roggenburg, Switzerland

Motocross des Nations

9/6	Manjimup, Australia

Int'l Six Days Enduro

8/25-30	Cessnock, Australia

CMA Canadian Nat'l Ice Race C'ship

1/26	Bracebridge, Ont., CAN
2/1	Aylmer, Quebec, CAN
2/9	Val D'Or, Quebec, CAN
2/16	Repentigny, Quebec, CAN
2/23	St. Narcisse, Quebec, CAN

Info 416/522-5705

AMA Grand Nat'l C'ship Camel Pro Series

3/7	Daytona Beach, FL ST
4/11	Sacramento, CA M
5/9	Pomona, CA HM
5/17	San Jose, CA M
5/24	Springfield, IL M
5/30	Parkersburg, WV HM
6/14	Syracuse, NY M
6/27	Lima, OH HM
7/11	Hagerstown, MD HM
7/25	Oklahoma City, OK HM
8/2	Peoria, IL TT
8/5	Rapid City, SD HM
8/22	Indianapolis, IN M
9/6	Springfield, IL M
9/13	Fresno, CA M
9/26	Sacramento, CA M
10/10	Pomona, CA HM

Info 614/891-2425

AMA Camel Supercross Series

1/18	Houston, TX
1/25	Anaheim, CA
2/1	Seattle, WA
2/8	San Diego, CA
2/22	Atlanta, GA
3/7	Daytona Beach, FL
3/14	Charlotte, NC
3/21	Indianapolis, IN
3/28	Tampa, FL
4/11-12	Pontiac, MI
4/25	Las Vegas, NV
5/30	Irving, TX
6/6	San Jose, CA
6/20	Los Angeles, CA

Info 614/891-2425

AMA Nat'l C'ship Road Race Series

3/8	Daytona Beach, FL
4/12	College Station, TX
4/26	Monterey, CA

* Additional races to be added
Info 6144/891-2425

AMA Nat'l C'ship 125/250 MX Series

3/1	Gainesville, FL
5/17	Southwick, MA
5/24	Mt. Morris, PA
6/14	Sacramento, CA
7/5	Buchanan, MI
7/26	Troy, OH

Info 614/891-2425

AMA Nat'l C'ship 125/500 MX Series

8/16	Millville, MN
8/9	Washougal, WA
8/30	Binghamton, NY
9/27	Delmont, PA
10/4	Budds Creek, MD

Info 614/891-2425

AMA Nat'l Arenacross Series

Central

1/31-2/2	Tulsa, OK
2/21-23	Odessa, TX

West

2/7-9	San Francisco, CA
2/14-16	Denver, CO

East

3/13-15	Memphis, TN
3/27-29	Perry, GA

Info 817/834-2298

AMA Nat'l C'ship Enduro Series *

2/16	Coalinga, CA
4/5	Morrison, IL
4/12	Santa Rosa, CA
5/3	Rose City, MI
5/10	Wellston, OH
10/11	Redding, CA
10/25	Bear, DE
11/1	New Paris, IN
11/8	Greenville, OH

* Tentative
Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series *

1/26	Lucerne Valley, CA
2/9	Ridgecrest, CA
3/22	Lucerne Valley, CA
4/11	Jericho, UT
5/3	Las Vegas, NV
9/27	Wendover, UT
10/25	Lucerne Valley, CA

* Tentative
Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series *

1/26	Atlanta, TX
3/22	Cadiz, KY
3/29	Hurricane Mills, TN
4/5	Redding, CA
7/26	New Berlin, NY
9/6	Millfield, OH
9/13	Hookstown, PA
9/27	Lynnville, IN
10/11	Kahoka, MO
11/1	Phoenix, AZ

* Tentative
Info 614/891-2425

AMA Nat'l C'ship Reliability Enduro Series *

4/23-26	Tulsa, OK
5/16-17	Speedsville, NY
5/24	McArthur, OH
5/30-31	Boise, ID
6/12-14	Bellingham, WA
6/27-28	McMinnville, OR
10/4	Minden, NV

* Tentative
Info 614/891-2425

AMA Nat'l C'ship Cross Country Series

3/15	Greeneville, TN
3/29	Hurricane Mills, TN
4/12	TBA
4/26	Brownsville, PA
5/3	Beckley, WV
5/17	Boyers, PA
6/7	Millsville, OH
6/21	Davis, WV
8/30	Waterford, OH
9/20	Bunner Ridge, WV
10/4	Mt. Morris, PA
10/18	Shelby, NC

Info 614/891-2425

AMA Amateur Dirt Track Nat'l Finals *

Half Mile

7/4-5	Henry, IL

Short Track

7/8	Henry, IL

TT Scrambles

7/11-12	Henry, IL

* Tentative
Info 614/891-2425

AMA Amateur Nat'l C'ship Hillclimb *

8/22-23	Mankato, MN

* Tentative
Info 614/891-2425

AMA Amateur Nat'l C'ship Ice Race *

1/25-26	Albright Shores, MI

* Tentative
Info 614/891-2425

AMA Amateur Supercross Series

1/19	Houston, TX
2/1	Seattle, WA
2/23	Atlanta, GA
2/28	Gainesville, FL
3/15	Charlotte, NC
3/22	Indianapolis, IN
3/29	Tampa, FL
5/3	Dallas, TX
6/7	San Jose, CA

Info 813/822-8929

AMA/CCS Pro/Am Series

2/1-2	Chandler, AZ
2/8-9	West Palm Beach, FL
2/28-3/1	Daytona Beach, FL
2/29-3/1	Las Vegas, NV

Info 704/684-4297

AMA Mid-South C'ship Hare Scrambles Series

2/2	Hurricane Mills. TN
2/16	Hohenwald, TN
2/23	Clarksville, TN

Info 615/331-1475

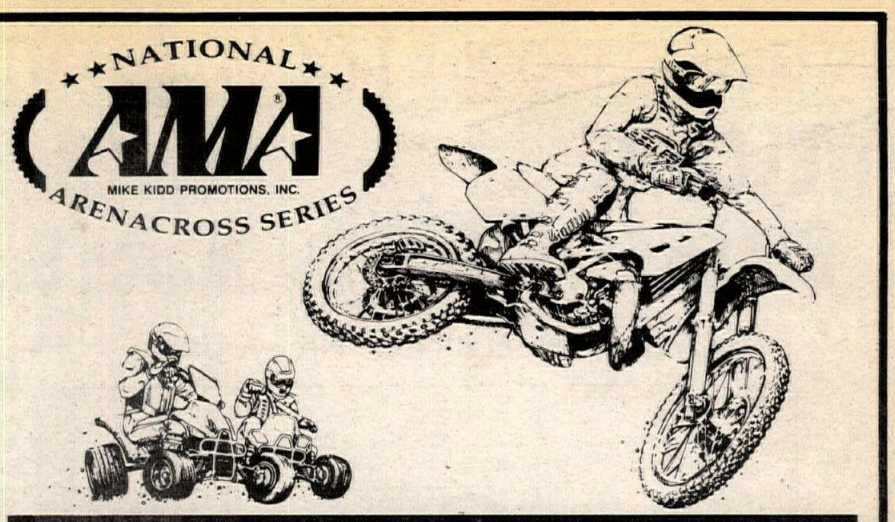
Florida Winter AMA Motocross Series

1/18-19	Dade City, FL
1/25-26	Gainesville, FL

Info 813/822-8929

Central WI Ice Racing C'ship Series

1/19	Wausau, WI
1/26	Wisconsin Rapids, WI
2/2	Winona, MN



$127,500.00 CASH SERIES
$1,000.00 TO WIN 125cc & 250cc BOTH NIGHTS
Beautiful Trophies & Series Contingency

ARENACROSS RACING AT IT'S BEST!

Jan. 31-Feb. 2	Fairgrounds Pavilion	Tulsa, Ok
Feb. 7-9	Cow Palace	San Francisco, Ca
In conjunction with: San Francisco International Motorcycle Show		
Feb. 14-16	Denver Coliseum	Denver, Co
Feb. 21-23	Ector County Coliseum	Odessa, Tx
Mar. 13-15	Mid-South Coliseum	Memphis, Tn
Mar. 27-29	Henry Reaves Coliseum	Perry, Ga

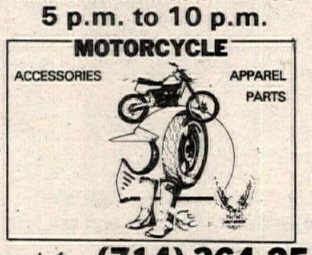
EXPERT PRO-AM
Friday & Saturday
Reg. 3pm
Practice 5pm
Races 8pm

AMA SANCTIONED

AMATEUR
Sunday
Reg. 7am
Practice 9am
Mains 2pm

Pre-Entry Forms & Additional Information
INFO HOTLINE: 800/783-MOTO
817/834-2298
MIKE KIDD PROMOTIONS, INC.

INTER-SHOWS
Budweiser
Presents
MOTORCYCLE SWAPMEET
Friday, January 17
General Admission $6.00
5 p.m. to 10 p.m.



24 Hour Info **(714) 364-2542**
Orange County Fairgrounds, Costa Mesa, CA

BUY OR SELL
Sellers! Hurry and reserve your spaces...they go quickly. Spaces include 10' by 10' areas for $30.00, and 10' by 15'and prime spaces for $40. There's a special area for selling motorcycles, too. For $20 anybody can display a bike in a Motorcycles-Only area so people can see what you have to sell. Anyone can be a seller. Indoor wall spaces sold-out... 10' by 10' outdoor spaces available - same price.

SELLER'S SPECIAL
All prepaid spaces prior to Monday, Jan. 13
$5.00 DISCOUNT PER SPACE

INTER-SHOWS
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Office Hours: Monday thru Friday, 9am to 5pm
(714) 364-0515

GATOR BACK Nationals 1992 GAINESVILLE, FL
NATIONS FIRST OUTDOOR MOTOCROSS NATIONAL OF 1992
$25,000 PROFESSIONAL PURSE
3 BIG DAYS!

Friday, February 28
Amateur National Supercross ¤¥
Saturday, February 29
Amateur National Motocross ¤
AHMRA Vintage National Motocross
Sunday, March 1
Pro 125/250 Motocross Nationals

FOR INFO CONTACT:
WORLD SPORTS
P.O. BOX 13246
ST. PETE, FL 33733

TRIPLE CROWN SERIES -AMATEUR-
Atlanta Supercross
Gainesville Supercross
Gainesville Motocross
Series Overall Awards

RACE TECH · PRO CIRCUIT · DUNLOP · pro-action · AXO · Gear · POWER MIST · SCOTTUSA · Boyesen · WHITE · CYCLE · Twin Air · NEWS · WISECO · AMA

¤ Round 2 & 3 of Triple Crown Series
¤¥ Round 2 of Southeastern AMA Amateur Supercross Championship Series

GFI/PERRIS RACEWAY 1992 SCHEDULE

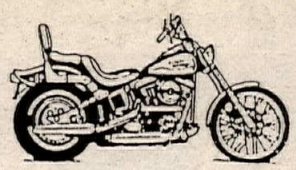
Sat. Jan. 18	No Race		
Sun. Jan. 19	GFI Winter Series	Round 4	LACR
Sat. Jan. 25	No Race		
Sun. Jan. 26	GFI/MTEG/AMA Amateur SX Anaheim Stadium, Anaheim, CA	Round 1	
Sat. Feb. 1	GFI Winter Series & GFI Super Sat. Morn. MX Perris Raceway	Round 2 (rain date)	

(714) 788-5853

SRA GP California Schedule
Members / Non Members
January 26 Glen Helen
February 23 Sunrise Park
Info (714) 957-2985

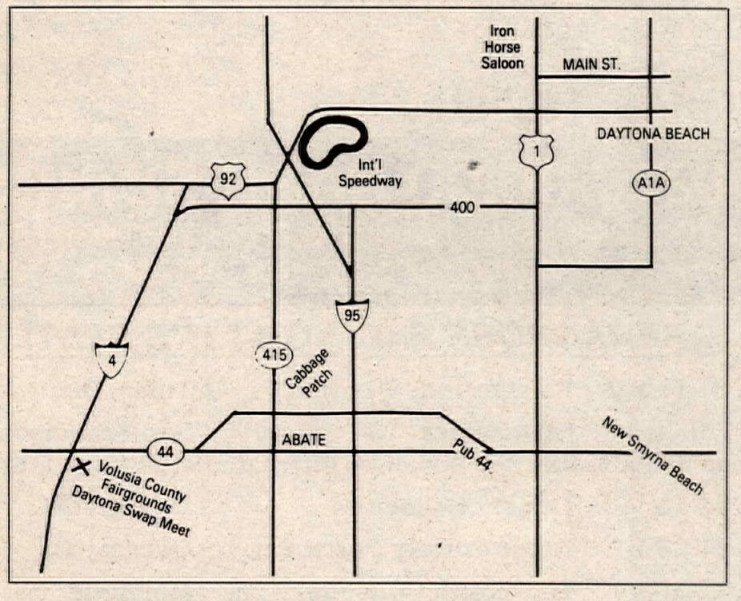
Volusia County Fair CAMPGROUND

WELCOME BIKERS



Feb. 28 - March 9

Just Minutes From All Bike Week Activities



- 27½ Acres
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- Restrooms, Showers
- Food, Concessions
- Firewood Available
- Location of Daytona Swap Meet
- I-4 Easy Access

Advance Reservations And Information

(904) 734-9514 (904) 734-9515

P.O. Box 1910, Deland, Florida 32721-1910

Cycle News Readers! The first to know!

We're Looking for a Few Good Men and Women to Fill this Hat.

Become a California Motorcycle Training Instructor. It's a rewarding part-time job for qualified individuals.

Both novice and experienced rider training courses are offered by this California Highway Patrol administered program.

To qualify as instructors, candidates must successfully pass a three-weekend instructor preparation course.

If you're interested in this opportunity, call the California Motorcyclist Safety Program and ask for Tanya at: (415) 323-6777.

CRC CALIFORNIA RACE SCHEDULE

100% PRO PAYBACK

Sun. Jan. 19 GP Sunrise Park
Happy New Year
Sun. Jan. 26 MX LA County Raceway
Sun. Feb. 2 MX LA County Raceway
Sun. Feb. 9 MX Ridgecrest

Next Vintage Race
Sun. Jan. 19 GP Sunrise Park
Open Practice
3 Tracks, Pee Wee, - 60 & 80 - Motorcycles
9am-2pm Every Sat. - LA County Raceway

CRC Info 805-272-8889

DOUBLE CROSS PRESENTS

GRAN PRIX SO. cal.

Second Annual
FREEWAY SERIES
Feb. 16 Glen Helen
March 1 LA County Raceway
March 8 Sunrise Park
Series Prizes

DOUBLE CROSS INFO: (714) 371-6333

CMC Golden State Nationals

Jan. 18 & 19	Glen Helen OHV Round #4
Feb. 2	North Silverstate Raceway Round #5
Feb. 2	South Barona Oaks Round #5
Feb. 15 & 16	Huron Round #6

CA (714) 261-6116

NMA

REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(714) 855-1602
(310) 868-8112
P.O. BOX 46
NORWALK, CA 90650

National Motosport Association

CALENDAR

2/9	Merrillan, WI
2/16	Stevens Point, WI
2/23	Dexterville, WI
3/2	Rock Dam, WI

Info 715/267-6432

WERA F-USA Pro Series

4/3-5	Willow Springs, CA
4/24-26	Miami, FL
5/15-17	Atlanta, GA
5/29-31	Toronto, CAN
6/12-14	Seattle, WA
7/17-19	Minneapolis, MN
8/14-16	Denver, CO
8/21-23	Pocono, PA
9/11-13	Willow Springs, CA
10/28-11/1	Braselton, GA

Info 916/582-0451

NESC C'ship MX Series

3/22	Middleboro, MA
3/29	Middleboro, MA
4/5	Southwick, MA
4/12	Middleboro, MA
4/19	Middleboro, MA
4/26	Southwick, MA
5/3	Middleboro, MA
5/10	Southwick, MA
5/24-25	Lewiston, ME
5/31	Central Village, CT
6/7	Southwick, MA
6/14	Middlebury, MA
6/21	Southwick, MA
6/28	Central Village, CT
7/4-5	Lewiston, ME
7/12	Southwick, MA
7/26	Lewiston, ME
8/2	Middleboro, MA
8/9	Southwick, MA
8/16	Lewiston, ME
8/23	Central Village, CT
8/30	Southwick, MA
9/6-7	Lewiston, ME
9/13	Southwick, MA
9/20	Middleboro, MA
9/27	Central Village, CT
10/4	Southwick, MA
10/11	Middleboro, MA
10/18	Southwick, MA
10/25	Middleboro, MA
11/1	Middleboro, MA
11/8	Middleboro, MA

Info 413/772-0685

AMA Southeastern Regional MX C'ship Mega Series

3/8	Blountville, TN
3/29	Blountville, TN
4/18	Calhoun, GA
4/25-26	Blountville, TN
5/3	Kingsport, TN
5/10	Wytheville, VA
5/17	London, KY
5/30-31	Blountville, TN
6/6	Gray, TN
6/14	Morganton, NC
7/11-12	Blountville, TN
7/19	Wytheville, VA
8/23	Blountville, TN
9/13	Blountville, TN
9/27	Kingsport, TN
10/25-26	Blountville, TN

Info 615/323-5497

Grans Prix de Baja Series

2/29	Mexicali Gran Prix Mexicali, B.C., MEX
4/11	Baja Malibu Gran Prix Rosarito, B.C., MEX
6/13	Tecate Gran Prix Tecate, B.C., MEX
10/17	Ensenada Gran Prix Ensenada, B.C., MEX
12/19	San Felipe Gran Prix San Felipe, B.C., MEX

Info 818/340-5750

Golden Crown of Baja Series

2/7-9	Gran Carrera de Ensenada Ensenada, B.C., MEX
3/27-29	Gran Carrera de Mexicali Mexicali, B.C., MEX
5/22-24	Gran Carrera de Tecate Tecate, B.C., MEX
7/24-26	Gran Carrera de Ensenada Ensenada, B.C., MEX
9/25-27	Gran Carrera de Campeones San Felipe, B.C., MEX

Info 818/340-5750

International Oldtimers Motocross Series

3/21-22	Palmdale, CA
4/11-12	Rupert, ID
5/2-3	Marysville, CA
5/23-24	Richland, WA
5/30-31	Edmonton, Alberta, CAN
7/4-5	Duncan, B.C., CAN
7/11-12	Rock Springs, WY
7/25-26	Albany, OR
9/5-6	Fernley, NV
9/19-20	Brentwood, CA

Info 208/327-0693

Mid-Atlantic Vintage Trials Series

3/22	Union Bridge, MD
4/26	Granogue, DE
5/2-3	Toronto, OH
6/6-7	Millerstown, PA
6/27	Farrandsville, PA
7/26	Williamsport, PA
8/8-9	Toronto, OH
10/11	Toughkenamon, PA

Info 410/775-7209.

South Texas C'ship Hare Scrambles Series

1/19	Columbus, TX
2/2	D'Hanis, TX
2/16	TBA

Info 512/892-4884

MTEG Off-Road C'ship GP Series

1/18	Amaheim, CA
2/22	San Diego, CA
3/21	Seattle, WA
4/4	Irving, TX
5/2	Tempe, AZ
7/18	Los Angeles, CA
9/TBA	Denver, CO
10/TBA	Las Vegas, NV
11/TBA	Oakland, CA

Info 714/938-4100

SCORE Off Road Series

1/24-26 Parker 400 Parker, AZ
4/24-26 San Felipe 250 San Felipe, B.C., MEX
6/5-7 Baja 500 Ensenada, B.C., MEX
11/11-14 Baja 1000 Ensenada-Le Paz, B.C., MEX
Info 818/889-9216

CMRA Road Race Series

2/15-16	Monterrey, MEX
3/1	Henderson, TX
3/14-15	Henderson, TX
4/4-5	College Station, TX
4/19	Henderson, TX
5/2-3	Henderson, TX
5/30-31	Henderson, TX
6/20-21	College Station, TX
7/18-19	Henderson, TX
8/15-16	College Station, TX
9/12-13	Henderson, TX
10/10-11	College Station, TX

Info 713/342-9032

GFI California Winter MX Series

South

1/19	Palmdale, CA
2/2	Perris, CA

North

1/26	Brentwood, CA
2/2	San Jose, CA
2/9	Prairie City, CA

North-South Showdown

2/16	Perris, CA

Info: South 714/788-5853
North 209/673-8080

GFI/MTEG/AMA Amateur MX Series

1/26	Anaheim, CA
2/9	San Diego, CA
6/21	Los Angeles, CA

Info 714/788-5853

White Bros. 4-Stroke World C'ship

5/16-17 Perris, CA
Info 714/788-5853

White Bros. Vet World MX C'ship

11/7-8 Perris, CA
Info 714/788-5853

HDRA USA Cup Desert Race Series

3/12-15	Las Vegas, NV
5/15-17	Pahrump, NV
7/4-5	Barstow, CA
8/14-16	Brian Head, UT
10/9-11	Las Vegas, NV

Info 702/361-5404

AFM Road Race Series

4/25-26	Sonoma, CA
5/23-24	Sonoma, CA
6/20-21	Sonoma, CA
7/11-12	Sonoma, CA
8/22-23	Sonoma, CA
9/12-13	Sonoma, CA
1-/11	Sonoma, CA

Info 510/796-7005

JANUARY						
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26	27	28	29	30	31	

FEBRUARY						
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16	17	18	19	20	21	22
23	24	25	26	27	28	29

• Denotes Pro Payback

January 17-18

ARIZONA ICE RACE
• Budweiser Speedway Ice Race World C'ship III. World Speedway Racing Asn. Tucson Convention Center, Tucson. Info 602/299-0206.

January 17-19

CALIFORNIA ROAD RACE
Del Amo/Miller High Life GP Series. Willow Springs Int'l Raceway, Willow Springs. Info 805/256-1234.
NEVADA HARE & HOUND
Best in the Desert Series. Goldstrike World C'ship H & H. Jean. Info 702/457-5775.

January 18

CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA OFF ROAD
AMA/D-36/Sonoma County Sport Cycle Assn. Off Road Poker Run. Cow Mountain OHV area, Ukiah. Info 707/887-9411.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MX/SHORT TRACK/MUD BOGS/DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
MASSACHUSETTS ICE RACE
Athol Lions Club. Silver Lake Park, Athol. Info 508/874-1732.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 503/667-5701.
WYOMING SHORT TRACK
Motor Sports of America. Casper Event Center, Casper. Info 1-800-544-8714.

January 18-19

CALIFORNIA MOTOCROSS
• CMC Golden State Nat'ls, Round #4. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
FLORIDA MOTOCROSS
• 22nd Annual Florida Winter AMA MX Series. Dade City Raceway, Dade City. Info 813/822-8929.
NORTH DAKOTA SHORT TRACK
Motor Sports of America. Bismark Civic Center, Bismark. Info 1-800-544-8714.

January 19

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA ENDUROTHON
2-Man, 2-Hour Endurothon. San Jose Fairgrounds Speedway, San Jose. Info 408/224-4412 or 436-8228.
CALIFORNIA MOTOCROSS
• GFI CA Winter Series South #4. L.A. County Raceway, Palmdale. Info 714/788-5853.
CALIFORNIA GRAND PRIX
• CRC. Sunrise Cycle Park, Adelanto. Info 805/272-8889.
CALIFORNIA MARATHON
Sandhill Ranch, Brentwood. Info 209/524-7013 or 510/634-3328.
CALIFORNIA DUAL SPORT
AMA/D-37/Mojave Adventures Idyllwild 100 Dual Sport Ride. Hemet Cycle Center, Hemet. Info 619/244-4655 or 251-2477.
GEORGIA MOTOCROSS
• South Georgia MX, Valdosta. Info 904/261-7273 or 277-8450.
GEORGIA HARE SCRAMBLES
Wings & Wheels. Bremen MX, Bremen. Info 404/941-8464.
GEORGIA MOTOCROSS
Dixie Motorcycle Sports. Hillbilly Hills MX, Roberta. Info 912/788-0413 or 929-8392.
MASSACHUSETTS ICE RACE
Hamilton Rod & Gun Club, Sturbridge. Info 508/943-9197.
NORTH CAROLINA MOTOCROSS
NAME Carolina Winter Series. Montrose MX, Raeford. Info 919/875-3805.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Low Country MX, Hardeeville. Info 803/757-4226.

TENNESSEE POKER RUN
Jellico Creek ORV Park, Winfield. Info 615/938-2980 or 879-8557.
TEXAS HARE SCRAMBLES
South Texas C'ship H.S. Series, Columbus. Info 512/892-4884 or 892-5026.
TEXAS SUPERCROSS
AMA Amateur Supercross Series. Houston Astrodome, Houston. Info 813/822-8929.
WISCONSIN ICE RACE
Central WI Ice Racing Assn. C'ship Series. Wausau. Info 715/446-2225.

January 25

CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SUPERCROSS
• AMA Camel Supercross Series. Anaheim Stadium, Anaheim. Info 714/938-4100.
FLORIDA MOTOCROSS
Dade City Racewaya, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/
SHORT TRACK/DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
WASHINGTON MOTOCROSS
• CMC/Clicker Promotions. Grays Harbor County Fairgrounds, Elma. Info 206/246-8484.

January 25-26

FLORIDA MOTOCROSS
• 22nd Annual Florida Winter AMA Series. Gatorback Cycle Park, Gainesville. Info 813/822-8929.

January 26

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA HARE & HOUND
AMA Nat'l C'ship Series. Desert MC Winter Classic. Johnson Valley, Lucerne. Info 714/636-1683 or 818/798-8159.
CALIFORNIA SUPERCROSS
• AMA/GFI/MTEG Amateur Supercross Series #1. Anaheim Stadium, Anaheim. Info 714/788-5853.
CALIFORNIA MOTOCROSS
• GFI CA Winter Series North #4. Sandhill Ranch, Brentwood. Info 209/673-8080.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CANADA ICE RACE
• CMA Canadian Nat'l Ice Race Series. Mid North Dirt Riders, Bracebridge, Ontario. Info 705/645-3088.
ILLINOIS SWAP MEET
J & P Promotions. 6th Annual M/C Parts Extravaganza. Bell-Clair County Fairgrounds, Belleville. Info 319/462-6011.
KENTUCKY MOTOCROSS
Lakeland MX. Trigg Recreation Complex, Cadiz. Info 502/522-6389.
MASSACHUSETTS ICE RACE
Hamilton Rod & Gun Club, Sturbridge. Info 508/943-9197.
NEW YORK ICE RACE
Electric City Riders MC. Warners Lake, East Berne. Info 518/374-7979.
OKLAHOMA MOTOCROSS
Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.
TEXAS HARE SCRAMBLES
AMA Nat'l C'ship Series. Texarkana Dirt Riders, Inc., Atlanta, TX. Info 903/838-6591, Ext. 238.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 503/667-5701.
WASHINGTON ARENACROSS
Pro Sports Promotions. WA State Arenacross C'ship. Oakwood Arena, Spanaway. Info 206/847-1791.
WISCONSIN ICE RACE
Central WI Ice Racing Assn. C'ship Series. Nepco Lake, Wisconsin Rapids. Info 715/325-5381.

Jan. 31-Feb. 1

SOUTH DAKOTA SHORT TRACK
Motor Sports of America. Sioux Falls Arena, Sioux Falls. Info 1-800-544-8714.

Jan. 31-Feb. 2

NORTH CAROLINA SHORT TRACK
Motor Sports of America. Cumberland County Civic Center, Fayetteville. Info 1-800-544-8714.
OKLAHOMA ARENACROSS
• AMA Nat'l Arenacross Series/Mike Kidd Promotions. Pavilion, Tulsa. Info 817/834-2298 or 800-783-MOTO.

February 1

CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
Racing Ent. Glen Helen OHV Park, San Bernardino. Info 619/484-1441.
CANADA ICE RACE
• CMA Canadian Nat'l Ice Racing Series. Aylmer Carnival, Quebec. Info 819/684-5372.
FLORIDA MOTOCROSS/
SHORT TRACK/DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
WASHINGTON SUPERCROSS
AMA Amateur Supercross Series/WorldSports. Seattle Kingdome, Seattle. Info 813/822-8929.

February 1-2

CALIFORNIA GRAND PRIX
• AMA/D-37/Desert Vipers MC. 12th Annual Adelanto GP. Adelanto. Info 714/979-5313.

February 2

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• CMC Golden State Nat'ls South, Round #5. Barona Oaks, Ramona. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• GFI CA Winter Series South #5. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
• GFI CA Winter Series North #5. P.A.L., San Jose. Info 209/673-8080.
CALIFORNIA OFF ROAD
AMA/D-36. Santa Clara County Off Road Park, San Jose. Info 408/972-8063.
GEORGIA ENDUROCROSS
Wings & Wheels. Bremen MX, Bremen. Info 404/941-8464.
MASSACHUSETTS ICE RACE
Hamilton Rod & Gun Club, Sturbridge. Info 508/943-9197.
MINNESOTA ICE RACE
Central WI Ice Racing Assn. C'ship Series. Winona. Info 507/454-6618 or 454-4206.
NEVADA MOTOCROSS
• CMC Golden State Nat'ls North, Round #5. Silver State Raceway, Carson City. Info 714/261-6116.
NORTH CAROLINA SHORT TRACK
Hammer Down Speedway, Red Springs. Info 919/521-4712.
NORTH CAROLINA MOTOCROSS
NAME Winter Series. Montrose MX, Raeford. Info 919/875-3805.
OKLAHOMA MOTOCROSS
Winter Series. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Low Country MX, Hardeeville. Info 803/757-4226.
TENNESSEE HARE SCRAMBLES
AMA Mid-South C'ship Hare Scrambles Series. Hurricane Mills. Info 615/331-1475.
TENNESSEE MOTOCROSS
KTM MX Assn. T-N-T MX Park, Milan. Info 901/987-3029.
TEXAS HARE SCRAMBLES
South TX C'ship Hare Scramble Series, D'Hanis. Info 512/892-4884 or 892-5026.
TEXAS SWAP MEET
Motorcycle Expo, Show Swap Meet. Waco Convention Center, Waco. Info 214/216-5520.
WISCONSIN SWAP MEET
J & P Promotions. 10th Annual Milwaukee MC Parts Extravaganza & Bike Show. Mecca Convention Center, Milwaukee. Info 319/462-6011.

February 7

MICHIGAN ICE RACE
•AMA/Half Mile Cycle Race Corp. Invitational Indoor Pro Ice Race. Walker Arena, Muskegon. Info 616/941-0815.

February 7-8

CANADA SHORT TRACK
Motor Sports of America. Westerner Exposition Assn. Red Deer, Alberta. Info 1-800-544-8714.

February 7-9

CALIFORNIA ARENACROSS
• AMA Nat'l Arenacross Series/Mike Kidd Promotions. Cow Palace, San Francisco. Info 817/834-2298 or 800-783-MOTO.
MEXICO DESERT RACE
Baja Promotions. Golden Crown of Baja Off-Road Desert Series. Gran Carrera de San Felipe, San Felipe, B.C. Info 818/340-5750 or 992-6355.

February 8

CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SUPERCROSS
• AMA Camel SX Series/MTEG. Jack Murphy Stadium, San Diego. Info 714/938-4100.
FLORIDA MOTOCROSS/
SHORT TRACK/DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
OHIO ICE RACE
• AMA/Half Mile Cycle Race Corp. Invitational Indoor Pro Ice Race. Hara Arena, Dayton. Info 616/941-0815.
WASHINGTON MOTOCROSS
• CMC/Clicker Promotions. Grays Harbor County Fairgrounds, Elma. Info 206/246-8484.

February 8-9

CALIFORNIA DUAL SPORT
AMA/D-37/California Trail Rides. Hi Desert 250 Dual Sport Ride. Ridgecrest. Info 714/846-1241.
FLORIDA ROAD RACE
AMA/CCS Series. Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.

February 9

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA HARE & HOUND
AMA Nat'l C'ship Series. Four Aces MC, Ridgecrest. Info 818/348-5286.
CALIFORNIA SUPERCROSS
• AMA/GFI/MTEG Amateur Supercross Series #2. Jack Murphy Stadium, San Diego. Info 714/788-5853.
CALIFORNIA MOTOCROSS
• GFI CA Winter Series North #6. Prairie City. Info 209/673-8080.
CALIFORNIA HARE SCRAMBLES
P & J Promotions. Hollister Hills SVRA, Hollister. Info 408/249-4336.
CALIFORNIA MOTOCROSS
• CRC/Desert Kawasaki Suzuki of Ridgecrest. Desert Empire Fairgrounds, Ridgecrest. Info 619/375-8606.
CANADA ICE RACE
• CMA Canadian Nat'l Ice Racing Series. Val D'Or, Quebec. Info 514/654-8193.
GEORGIA MOTOCROSS
Echeconnee MX, Macon. Info 912/788-8227 or 956-5420.
MASSACHUTTS ICE RACE
Hamilton Rod & Gun Club, Sturbridge. Info 508/943-9197.
NEW YORK MUD/SNOW SCRAMBLES
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/723-2387.
OKLAHOMA MOTOCROSS
RBH/Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/395-1760 or 295-8908.
WASHINGTON ARENACROSS
Pro Sports Promotions. Washington State Arenacross C'ships. Oak Wood Arena, Spanaway. Info 206/847-1791.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 503/667-5701.
WISCONSIN ICE RACE
Central WI ice Racing Assn. C'ship Series. Merrillan. Info 715/333-2204 or 333-5807.

February 14-15

CANADA SHORT TRACK
Motor Sports of America. Lethbridge Sports Plex, Lethbridge. Info 1-800-544-8714.

February 14-16

CALIFORNIA ROAD RACE
Del Amo/Miller High Life GP Series. Willow Springs Int'l Raceway, Willow Springs. Info 805/256-1234.
COLORADO ARENACROSS
• AMA Nat'l Arenacross Series/Mike Kidd Promotions. Denver Coliseum, Denver. Info 817/834-2298 or 800-783-MOTO.

February 15

CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA SHORT TRACK
Dirt Sports Promotions, Inc. Winter Series. Carlsbad Raceway, Carlsbad. Info 619/752-1990.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MX/SHORT TRACK/
DRAGS/MUD BOGS
• Orange County Raceway, Orlando. Info 407/568-2271.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 503/667-5701.

February 15-16

CALIFORNIA MOTOCROSS
• CMC Golden State Nationals. Huron Cycle Park, Huron. Info 714/261-6116.
MEXICO ROAD RACE
CMRA Road Race Series. Autodromo de Monterrey, Monterrey, B.C.

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Chicago, Illinois
Rosemont/O'Hare Expo Center
Jan. 17 - 19, 1992
Friday, Jan. 17 5pm-10pm
Saturday, Jan. 18 11am-10pm
Sunday, Jan. 19 11am-6pm

New York, New York
Jacob K. Javits
Convention Center
Jan. 31 - Feb. 2, 1992
Friday, Jan. 31 Noon-10pm
Saturday, Feb. 1 11am-10pm
Sunday, Feb. 2 11am-6pm

San Francisco, California
Cow Palace
In conjunction with Budweiser
Indoor Motocross Championships
Feb. 7 - 9, 1992
Friday, Feb. 7 5pm-10pm
Saturday, Feb. 8 11am-10pm
Sunday, Feb. 9 11am-6pm

Detroit, Michigan
Cobo Hall**
Feb. 14 - 16, 1992
Friday, Feb. 14 5pm-11pm
Saturday, Feb. 15 Noon-11pm
Sunday, Feb. 16 Noon-9pm

Philadelphia, Pennsylvania
Valley Forge Convention Center
Feb 28 -Mar. 1, 1992
Friday, Feb. 28 5pm-10pm
Saturday, Feb. 29 11am-10pm
Sunday, Mar. 1 11am-6pm

Daytona Beach, Florida
Daytona International Speedway
Mar. 5 - 8, 1992
Thursday, Mar. 5 9am-6pm
Friday, Mar. 6 9am-6pm
Saturday, Mar. 7 9am-6pm
Sunday, Mar. 8 9am-5pm
(Sunday Show hours subject to change pending race times.)

**Cycleramas - Not all features will appear

For more information on the International Motorcycle Shows, please call or write to Edgell Expositions, 1700 East Dyer Road, Suite 250, Santa Ana, California 92705, (714)252-5300.

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Old Timers MX Association
Race Schedule
ROUND 3 January 19
Sunrise Cycle Park CRC G.P.
ROUND 4 January 26
LA County Raceway CRC MX
ROUND 5 February 1
Perris Raceway GFI MX
ROUND 6 February 8
Perris Raceway OT & OTHG
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SUNDAY MARCH 1st

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Race starts at 11:00 am
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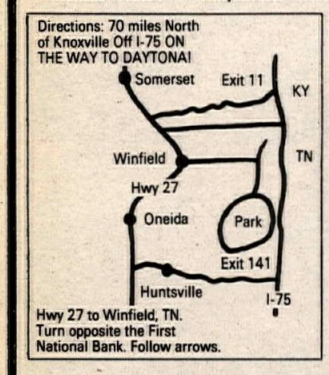
Separate Courses For Amateur and Expert Bike Classes



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125cc	200cc
200cc	250cc
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500cc	Open Vet
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Entry Fee: 2 Days $65 (includes banquet)
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February 16

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARIZONA ENDURO
AMA/RMEC/Arizona Trail Riders. Desert Mountain Enduro, Phoenix. Info 602/439-0660.
CALIFORNIA ENDURO
AMA Nat'l C'ship Series. Salinas Ramblers, Salinas. Info 614/891-2425.
CALIFORNIA ENDUROTHON
2-Man, 2-Hour Endurothon. San Jose Fairgrounds Speedway, San Jose. Info 408/224-4412 or 436-8228.
CALIFORNIA MOTOCROSS
● GFI CA Winter Series North-South Showdown. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA ROAD RIDE
Honda Riders Club of America Ride for Kids Benefit Ride. Dana Point to Del Mar Fairgrounds, Dana Point.
CALIFORNIA TRIALS
AMA/ATA C'ship Round #3. Plonkers Trials Club President's Day Trial. Cougar Buttes, Johnson Valley OHV area, Lucerne Valley. Info 213/259-6631.
CANADA ICE RACE
● CMA Canadian Nat'l Ice Racing Series. Repentigny, Quebec. Info 514/654-8193.
GEORGIA HARE SCRAMBLE
Bremen Raceway, Bremen. Info 404/941-8464.
ILLINOIS SWAP MEET
J & P Promotions. 11th Annual Parts Extravaganza. Will County Fairgrounds, Peotone. Info 319/462-6011.
KENTUCKY MOTOCROSS
Lakeland MX. Trigg Recreation Complex, Cadiz. Info 502/522-6389.
MARYLAND MOTOCROSS/HARE SCRAMBLES
● AMA/D-7 & 13. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
MICHIGAN SWAP MEET
Giant Motorcycle Swap Meet & New Bike Expo. Lansing Center, Lansing. Info 616/941-0815.
OHIO HARE SCRAMBLE
Sunset Ramblers MC, Galion. Info 419/468-7228 or 683-3102.
OKLAHOMA MOTOCROSS
Winter Series. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
TENNESSEE HARE SCRAMBLES
AMA. Mid-South C'ship Hare Scrambles Series. Hohenwald. Info 615/331-1475.
TENNESSEE POKER RUN
Jellico Creek ORV Park, Winfield. Info 615/938-2980 or 879-8557.
WISCONSIN SWAP MEET
12th Annual Eau Claire Swap Meet. Civic Center, Eau Claire. Info 715/834-8389.
WISCONSIN ICE RACE
Central WI Ice Racing Assn. C'ship Series. Rusty's Backwater Saloon, Stevens Point. Info 715/341-2490.

February 21-22

ILLINOIS SHORT TRACK
Motor Sports of America. David S. Palmer Civic Center, Danville. Info 1-800-544-8714.
MISSOURI SHORT TRACK
Motor Sports of America. Midway Exposition Center, Columbia. Info 1-800-544-8714.

February 21-23

TEXAS ARENACROSS
● AMA Nat'l Arenacross Series/Mike Kidd Promotions. Ector County Coliseum, Odessa. Info 817/834-2298 or 800-783-MOTO.
PENNSYLVANIA SHORT TRACK/SUPERCROSS/SHOW
● 14th Annual Motorama Arena Races & Speed Show. 2/21 Short Track, 2/22 & 23 Supercross. Farm Show Arena, Harrisburg. Info 717/359-4310.

February 22

CALIFORNIA DUAL SPORT
AMA/D-37/TNT Promotions. Run to the River Dual Sport Ride. Barstow to Laughlin, NV. Info 818/353-5409.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/SHORT TRACK/DRAGS
● Prosports USA. Orange County Raceway, Orlando. Info 407/568-2271.
WASHINGTON MOTOCROSS
● CMC/Clicker Promotions. Grays Harbor County Fairgrounds, Elma. Info 206/246-8484.

February 22-23

CALIFORNIA MOTOCROSS
● CMC Golden State Nationals Final. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.

February 23

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
Moto West. Hollister Hills GP Track Hollister. Info 408/637-2073.
CALIFORNIA CROSS COUNTRY
AMA/D-36/Polka Dots MC. 49er Cross Country. Prairie City SVRA, Sacramento. Info 916/965-9353.
CANADA ICE RACE
● CMA Canadian Nat'l Ice Racing Series. St. Narcisse, Quebec. Info 514/654-8193.
GEORGIA SUPERCROSS
● AMA Amateur Supercross Series/WorldSports. Fulton County Stadium, Atlanta. Info 813/822-8929.
IOWA SWAP MEET
J & P Promotions. 12th Annual Motorcycle Parts Extravaganza. Hawkeye Downs Fairgrounds, Cedar Rapids. Info 319/462-6011.
MICHIGAN ICE RACE
D-14 Ice Race Series/Valley Trail Riders MC. Gladwin County Ice Carnival Grounds, Albright Shores. Info 517/754-5842.
MISSOURI SHORT TRACK
Vintage Dirt Track Racers Assn./Motor Sports of America. Columbia. Info 918/445-0671.
NEW YORK MUD/SNOW SCRAMBLES
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/723-2387.
NEW YORK MOTOCROSS
AMA/LISC Series. Westhampton MX, Westhampton. Info 516/728-7727.
NORTH CAROLINA MOTOCROSS
AMA/D-13/Elizabeth City MC. Competition Park, Elizabeth City. Info 919/335-5489.
OKLAHOMA MOTOCROSS
RBH/Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
PENNSYLVANIA MOTOCROSS
The Challenger, Jacksonville. Info 412/726-5494.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Low Country MX, Hardeeville. Info 803/757-4226.
TENNESSEE HARE SCRAMBLES
AMA. Mid-South C'ship Hare Scrambles Series. Clarksville. Info 615/331-1475.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.
TEXAS HALF MILE
AMA Pre Daytona Half Mile. Dallas. Info 214/216-5520.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 503/667-5701.
WISCONSIN ICE RACE
Central WI Ice Racing Assn. C'ship Series. Lake Dexter, Dexterville. Info 715/884-2508.

February 28

ALABAMA SHORT TRACK
AMA/S.E. Regional Qualifier. Thunder Valley Motorsports Speedway, White Plains. Info 205/831-1935.
FLORIDA SUPERCROSS
● AMA Amateur Supercross Series/WorldSports. Gatorback Cycle Park, Gainesville. Info 813/822-8929.

February 28-29

OKLAHOMA SHORT TRACK
Hardy Murphy Coliseuem, Ardmore. Info 1-800-544-8714.

February 28-March 1

CALIFORNIA RALLY
Concours Owners Group Winter Nat'l Rally. Furnace Creek Ranch, Death Valley. Info 818/441-6701.
NEVADA GRAND PRIX
Best in the Desert Series. Peppermill/Mesquite GP C'ship. Mesquite. Info 702/457-5775.

February 29

ALABAMA TT
AMA/S.E. Regional Qualifier. Thunder Valley Speedway, White Plains. Info 205/831-1935.
CALIFORNIA SHORT TRACK
Dirt Sports Promotions, Inc. Winter Series. Carlsbad Raceway, Carlsbad. Info 619/752-1990.
FLORIDA MOTOCROSS/SHORT TRACK/DRAGS
● Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway,a Dade City. Info 813/986-4950.
MEXICO GRAND PRIX
Baja Promotions. Grans Prix de Baja Series. Mexicali, B.C. Info 818/340-5750 or 992-6355.
MEXICO GRAND PRIX
● Too Much Fun Promotions/Resource Marketing. La Playa GP II, Rosarito Beach, B.C. Info 619/942-0640.
OKLAHOMA SHORT TRACK
Vintage Dirt Track Racers Assn./Motor Sports of America. Regional. Ardmore. Info 918/445-0671.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 503/667-5701.

March 1

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
FLORIDA HARE SCRAMBLES
FTR Series/ Palm Beach Track & Trail. Russell's Ranch & Gator Farm, 30 mi. S.W. of Daytona, Osteen. Info 305/524-3810.
KENTUCKY MOTOCROSS
Spring Series. Rough Country MX, Henderson. Info 502/521-7884 or 812/897-3800.
NEW YORK MOTOCROSS
AMA/LISC Series. Westhampton MX, Westhampton. Info 516/728-7727.
OKLAHOMA MOTOCROSS
Winter Series Round #5. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

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Location of event: _____

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City/Town: _____ State: _____

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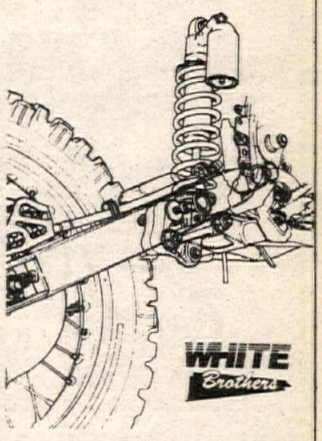

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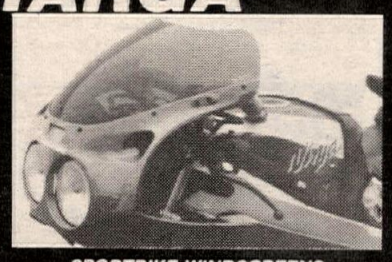

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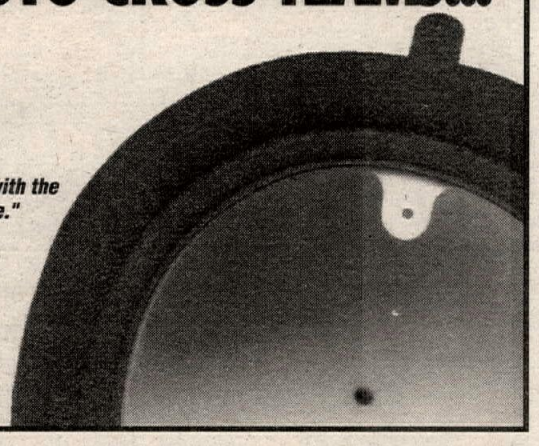

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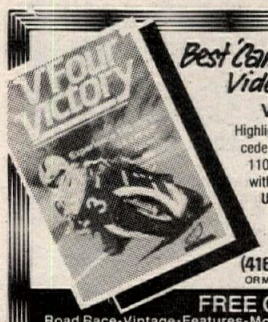
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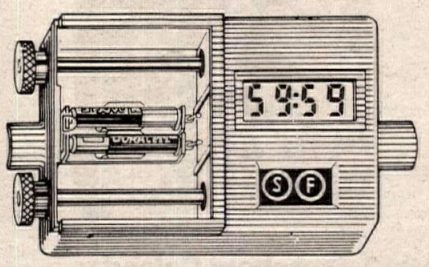

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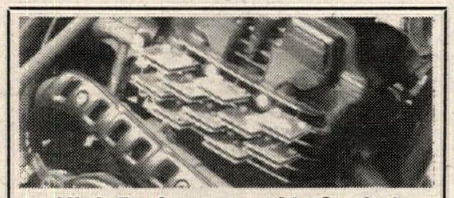

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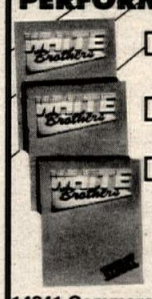

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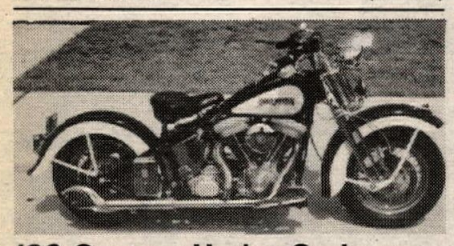

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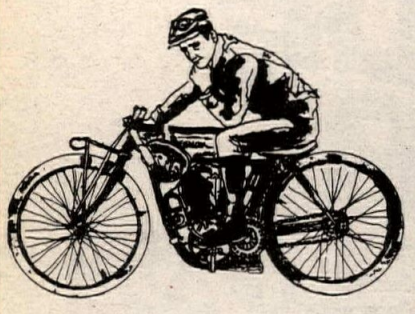

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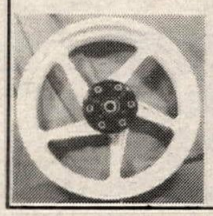

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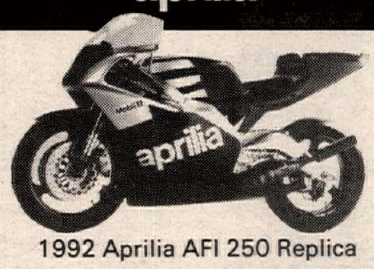

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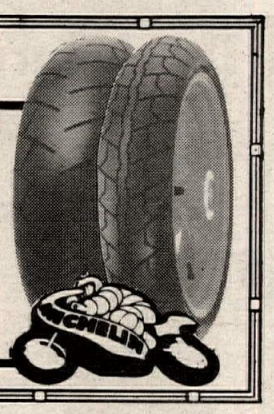

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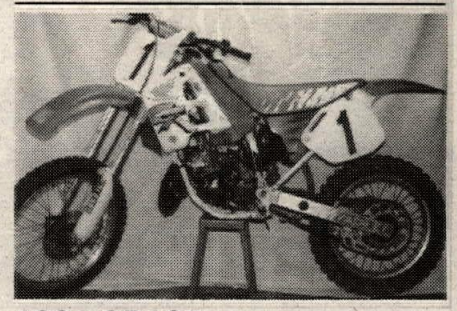

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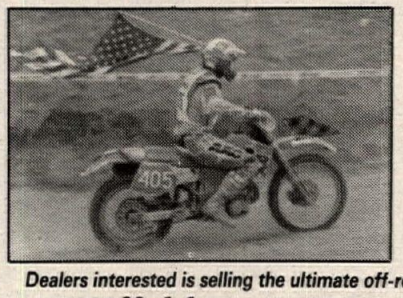

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SUPERCROSS AMA/Camel SX Series: Round 1

Continued from page 8

worried about Stanton," said LaRocco, while his father and tuner Mike LaRocco Sr. tended to his bike. "But after a couple of laps I settled down and got comfortable again and things started going better for me.

"He (Stanton) was riding a little better than me," added LaRocco. "But I did what I had to do to keep him behind me. When you're in the lead, you don't want to lose it."

"I just kept picking away," said Stanton. "I tried to regroup for the last lap; I just went too fast and made a mistake. I should've stayed where I was for the points."

Ward said, "I just kept riding and riding. I was right there, I just wish that I hadn't gotten pinched off in the first turn. Who knows what would've happened."

Finishing a distant fourth after a brilliant comeback was Bradshaw.

"I feel good and it's a long season," said Bradshaw. "This is just one race and I know I'll be back. I'm much better prepared this year than I was last year."

After spending most of the race battling back and fourth with Bayle, Dubach ended up rounding out the top five. Bayle was a close sixth, while Larry Ward, Emig, Kiedrowski and Lamson filled out the top 10. Matiasevich ended up dropping back to 11th.

125cc

The Eastern Regional 125cc feature ended up being a showdown between the two heat race winners, Ezra Lusk and Jeromy Buehl, but it was the defending champ Brian Swink who emerged on top.

Downers Grove Yamaha's Doug Henry grabbed the holeshot at the start of the 12-lap main event, but less than two turns later, it was Buehl leading the way. In third was Lusk, followed by Swink.

During the third lap, Henry went down in the sand pit section of the track, allowing Lusk and Swink into third and second. Henry quickly got back going but was never again a factor among the leaders. Henry ended up finishing fifth.

Up front, Buehl led the way, but Lusk, riding in his first-ever professional race after having moved up from the Pro-Am ranks, was charging hard. His aggressive riding style quickly made him the crowd favorite, as he challenged Buehl in every turn.

Riding a bit on the wild side, Lusk was using different lines, trying every trick in the book to get around Buehl.

By the halfway point, Lusk, who was still trying to get around the Honda rider, began feeling pressure from behind, as Swink began making a charge.

Just after the halfway point, Lusk saw a chance to get around Buehl and took it. The 16-year-old dove to the inside of Buehl and pushed the Honda rider to the outside and forced him off the track. Buehl and his bike went flying and almost into the stands.

"It was getting late and I had to do something," said Lusk, who hails from Georgia. "He took a slower line and I went for it. He crashed, but that's racing, it happens sometimes."

Buehl quickly remounted his Honda and picked back up in fifth.

Meanwhile, up front, Swink began dogging the new leader and two laps later, cleanly passed his teammate Lusk, for the number one position. Although Lusk stayed close, Swink held on for the last three laps for the win. Lusk was second followed by DGY's Jimmy Button, Buehl and Henry.

"Lusk and Buehl were making a lot of mistakes, running into each other a lot," said winner Swink. "I just hung behind them. Then it started getting late and I began putting pressure on Lusk, who then put more pressure on Buehl. Ezra knocked Buehl down and then bobbled and I got by him. It was a good race."

"I'm happy to get second," said Lusk, "but I was in the number-one spot. I don't like to drop back. So, I guess I'm a little depressed." CN

Results

250 HEAT 1: 1. Larry Ward (Suz); 2. Jeff Matiasevich (Kaw); 3. Trampas Parker (Hon); 4. Mike Jones (Suz); 5. Guy Cooper (Suz); 6. Brian McElroy (Suz); 7. Michele Monti (Hon); 8. Dag Boyesen (Kaw); 9. Keith Johnson (KTM); 10. Kurt McMillen (Suz); 11. Brian Carroll (Suz); 12. Fred Andrews (Suz); 13. Ross Pederson (Suz); 14. Steve Lamson (Suz); 15. Shane Templeton (Suz); 16. David Shade (Hon); 17. David Hand (Hon); 18. Jeff Stanton (Hon); 19. Damon Bradshaw (Yam); 20. Todd DeHoop (Suz).

250 HEAT 2: 1. Mike Kiedrowski (Kaw); 2. Jean-Michel Bayle (Hon); 3. Doug Dubach (Yam); 4. Gene Naumec (Kaw); 5. Mike Fisher (KTM); 6. Ron Lechien (Kaw); 7. Micky Dymond (Hon); 8. Mike LaRocco (Kaw); 9. Jeff Emig (Yam); 10. Chris Coleman (Yam); 11. Erik Kehoe (Hon); 12. Jeff Ward (Kaw); 13. Mark Musselman (Kaw); 14. Earl May (Yam); 15. Carl Vaillancourt (Hon); 16. Billy Schlag (Kaw); 17. James Eickel (Suz); 18. Kenny Kizzar (Suz); 19. Ray Sommo (Suz); 20. Steve Childress (Suz).

250 SEMI 1: 1. Damon Bradshaw; 2. Jeff Stanton; 3. Steve Lamson; 4. Guy Cooper; 5. Keith Johnson; 6. Michele Monti; 7. Fred Andrews; 8. Todd DeHoop; 9. Kurt McMillen; 10. David Hand; 11. Dag Boyesen; 12. Ross Pederson; 13. Brian McElroy; 14. Brian Carroll; 15. Shane Templeton; 16. David Shade.

250 SEMI 2: 1. Erik Kehoe; 2. Mike LaRocco; 3. Mike Fisher; 4. Jeff Emig; 5. Jeff Ward; 6. Micky Dymond; 7. Ron Lechien; 8. Ray Sommo; 9. Earl May; 10. Chris Coleman; 11. Billy Schlag; 12. James Eickel; 13. Carl Vaillancourt; 14. Steve Childress; 15. Kenny Kizzar; 16. Mark Musselman.

250 LCQ: 1. Brian McElroy; 2. Fred Andrews; 3. Ray Sommo; 4. Michele Monti; 5. Chris Coleman; 6. Ron Lechien; 7. Todd DeHoop; 8. Mark Musselman; 9. Kurt McMillen; 10. James Eickel; 11. Brian Carroll; 12. Carl Vaillancourt; 13. Billy Schlag; 14. David Shade; 15. Ross Pederson; 16. Dag Boyesen; 17. Steve Childress; 18. Shane Templeton; 19. Kenny Kizzar; 20. David Hand; 21. Earl May; 22. Micky Dymond.

250 MAIN: 1. Mike LaRocco (Kaw); 2. Jeff Ward (Kaw); 3. Jeff Stanton (Hon); 4. Damon Bradshaw (Yam); 5. Doug Dubach (Yam); 6. Jean-Michel Bayle (Hon); 7. Larry Ward (Suz); 8. Jeff Emig (Yam); 9. Mike Kiedrowski (Kaw); 10. Steve Lamson (Suz); 11. Jeff Matiasevich (Kaw); 12. Mike Fisher (KTM); 13. Trampas Parker (Hon); 14. Guy Cooper (Suz); 15. Erik Kehoe (Hon); 16. Fred Andrews (Suz); 17. Keith Johnson (KTM); 18. Mike Jones (Suz); 19. Brian McElroy (Suz); 20. Gene Naumec (Kaw).

CAMEL SUPERCROSS SERIES POINT STANDINGS: 1. Mike LaRocco (25); 2. Jeff Ward (22); 3. Jeff Stanton (20); 4. Damon Bradshaw (18); 5. Doug Dubach (16); 6. Jean-Michel Bayle (15); 7. Larry Ward (14); 8. Jeff Emig (13); 9. Mike Kiedrowski (12); 10. Steve Lamson (11); 11. Jeff Matiasevich (10); 12. Mike Fisher (9); 13. Trampas Parker (8); 14. Guy Cooper (7); 15. Erik Kehoe (6); 16. Fred Andrews (5); 17. Keith Johnson (4); 18. Mike Jones (3); 19. Brian McElroy (2); 20. Gene Naumec (1).

---

125 HEAT 1: 1. Ezra Lusk (Suz); 2. Jason Edwards (Kaw); 3. Grayson Goodman (Suz); 4. Hayden Richards (Kaw); 5. Barry Carsten (Suz); 6. Joel Dengler (Kaw); 7. Chris Coleman (Yam); 8. Brian Swink (Suz); 9. Jeff Curry (Kaw): 10. Doug Henry (Yam); 11. Scott Sheak (Kaw); 12. Bret Beauchamp (Hon); 13. Shane Lawson (Hon); 14. Chris Brown (Suz); 15. Steve Crowe (Suz); 16. Chad Lough (Suz); 17. Coby Robb (Hon); 18. Gary Paul (Suz); 19. Tom Welch (Hon); 20. Mark Morris (Hon).

125 HEAT 2: 1. Jeromy Buehl (Hon); 2. Jeff Dement (Suz); 3. Mike Brown (Hon); 4. Tim Ferry (Kaw); 5. Vince DeVane (Suz); 6. Davey Yezek (Kaw); 7. Chad Pederson (Yam); 8. Jimmy Button (Yam); 9. Billy Schlag (Kaw); 10. Kevin Crine (Hon); 11. Shane Templeton (Suz); 12. David Beckington (Kaw); 13. Mike Treadwell (Suz); 14. Jason Young (Suz); 15. Steve Childress (Suz); 16. Jim Neese (Kaw); 17. David Gaylord (Suz); 18. Brian Steele (Hon); 19. Bruce Stratton (Yam); 20 John Kitsch (Suz).

125 LCQ: 1. Doug Henry; 2. Jim Neese; 3. Scott Sheak; 4. Chris Brown; 5. Mike Treadwell; 6. John Kitsch; 7. David Beckington; 8. Bret Beauchamp; 9. Steve Childress; 10. Shane Lawson; 11. Kevin Crine; 12. David Gaylord; 13. Brian Steele; 14. Coby Robb; 15. Tom Welch; 16. Gary Paul; 17. Mark Morris; 18. Shane Templeton; 19. Jason Young; 20. Brian Stratton; 21. Steve Crowe; 22. Chad Lough.

125 MAIN: 1. Brian Swink (Suz); 2. Ezra Lusk (Suz); 3. Jimmy Button (Yam); 4. Jeromy Buehl (Hon); 5. Doug Henry (Yam); 6. Jeff Dement (Suz); 7. Chad Pederson (Yam); 8. Barry Carsten (Suz); 9. Jason Edwards (Kaw); 10. Chris Coleman (Yam); 11. Mike Brown (Hon); 12. Scott Sheak (Kaw); 13. Jeff Curry (Kaw); 14. Davey Yezek (Kaw); 15. Hayden Richards (Kaw); 16. Grayson Goodman (Suz); 17. Chris Brown (Suz); 18. Billy Schlag (Kaw); 19. Joel Dengler (Kaw); 20. Vince DeVane (Suz); 21. Jim Neese (Kaw); 22. Timmy Ferry (Kaw).

125 EASTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS: 1. Brian Swink (25); 2. Ezra Lusk (22); 3. Jimmy Button (20); 4. Jeromy Buehl (18); 5. Doug Henry (16); 6. Jeff Dement (15); 7. Chad Pederson (14); 8. Barry Carsten (13); 9. Jason Edwards (12); 10. Chris Coleman (11); 11. Mike Brown (10); 12. Scott Sheak (9); 13. Jeff Curry (8); 14. Davey Yezek (7); 15. Hayden Richards (6); 16. Grayson Goodman (5); 17. Chris Brown (4); 18. Billy Schlag (3); 19. Joel Dengler (2); 20. Vince DeVane (1).

RESULTS

TT
Thunder Valley Spdwy
Final Standings
White Plains, AL
Dec. 23
By Tommy Myers

0-51
Tray Boozer
Darrell Poore
51-80 6-11
Marty Jordan
Ray Poore
J.R. Dover
Steven Hunt
Kirt Josey
80 12-15
Chris Dennis
Cameron Belter
Jason Sutheran
125
Shane Reid
Jake Baggett
Avery Burgess
Bryon Sims
Billy Bishop
250
Shane Holder
Chris Hammond
Ron Thomas
Donald Smith
Russell Goldman
OPEN
Darrell Bryant
SR 40+
Cliff Dover
PRO 250
Dale Tarpley
OPEN PRO
Tommy Sloan
FLAT TRACK
OPEN
Pat Orourke
Rick Douglas
Albert Deane
Mike Orourke
SR 40+
Cliff Dover
OPEN PRO
Belton McDaniel
Dennis Williams
Chris Boone
Jason Lorge
John Skinner

Hare Scrambles
N.Carolina HS Assoc.
Overall
Denver, NC
Dec. 23
By W & P Carswell

AA
Farrell Smith — Yam
Vance Earl — Yam
200
William Kelly — Kaw
Danny Littlejohn — Hon
Jason Bridgeman — Hon
Chris Sauer — Kaw
Jimmy Dishman — Kaw
250
Eric Sauer — KTM
Tim Covington — Yam
Russell Epley — Yam
Scott Loflin — Hon
Steve Cooke — ATK
OPEN
Wayne Houser — Hon
Derrell Cox — Hus
Neal Singleton — KTM
Mark Tinnin — KTM
SR
Willie Bradshaw — KTM
Richard Hicks Jr. — Kaw
Johnny Gordon — KTM
Bill Sherrill — Kaw
Steven Henry — Kaw
S/SR
Harry Greenlee — Yam
Jimmy Lynch — Hus
Larry Bollinger — Yam
Bruce Triplett — Kaw
Darrell Hilliard — Hon
4-STRK
Kevin Gwyn — Hon
Neil Brown — Hon
Ricky Loflin — Hon
Randy Greene — Hon
Chris Walton — Hon
TR
Mark Gaither — Kaw
Ricky Swink — Yam
Rocky Whisnant — Hon
Dorian Swanner — Hon
Scott Conaldson — Suz

Motocross
Winter Series
Round 1
Oklahoma City, OK
Jan. 5

P/W
Shawn Cook
MINI MINI
Johnny Marley
Chad Cook
Ed Moore
MINI BEG
Jeremiah McGuire
Brian Givens
D. Warehine
MINI JR
Jake Martin
Bubba Ellis
Johnny Marley
MINI SR
Waylon Litchfield
Blair Lively
MINI OPEN
Jake Martin
Blair Lively
Johnny Marley
125 EX
Rudy Heathcott
250 EX
Kyle Jolley
125 INT
Eric Edwards
250 INT
Greg Brown
Eric Edwards
125 NOV
Todd Claborn
Jack Brassfield
Coby Sharp
250 NOV
Todd Claborn
David May
David Fields
125 BEG
Matt McGuire
Justin Ledbetter
Andy Wood
250 BEG
Justin Ledbetter
Steve Malone
Craig Elder
OVER 25
John Davis
John Pangle
OVER 30
Greg Brown
Bob Bennight
Paul Stine
OVER 35
Jim Thomas
David Benson
Mark Wright
OVER 400
Mr. Redwine
Charles Magness
Bob Bennight
WMN
Laura Harris
Kim Brown
OUTLAW
Jack Brassfield
Coby Sharp
Danny Brassfield

Motocross
Wolfcreek MX Pk.
Rio Vista, TX
Dec. 29
By Kathi Edwards

60
J. Jones — Kaw
M. Pray — Kaw
D. McCumsey — Kaw
80 BEG
C. Steele — Kaw
A. Johnson — Suz
B. Johnson — Kaw
M. Fleetwood — Kaw
D. Buster — Yam
80 NOV
J. Young — Kaw
S. SMith — Kaw
C. Keplinger — Suz
80 INT
B. Bonner — Kaw
B. Woolsey — Kaw
80 OPEN
B. Woolsey — Hon
B. Bonner — Kaw
J. Young — Kaw
M. Cleveland — Kaw
D. Asshire — Hon
125 BEG
J. Walker — Suz
R. Barker — Hon
C. Knebel — Kaw
J. Beam — Suz
Z. Wilson — Kaw
125 NOV
S. Rice — Kaw
G. Walker — Suz
R. Flicker — Suz
J. Arnold — Kaw
M. Bartlett — Hon
125 INT
M. Gage — Kaw
M. Feil — Suz
E. Thornton — Kaw
125 OPEN
M. Feil — Suz
M. Gage — Kaw
K. Gauldock — Kaw
S. Rice — Kaw
D. Abshire — Hon
125 EX
J. Edwards — Kaw
C. Mayhan — Suz
M. Shirley — Hon
250 BEG
J. Walker — Suz
S. Zahner — Kaw
J. Knight — Hon
A. Gilkey — Hon
J. Broussard — Suz
250 NOV
T. Thompson — Kaw
R. Brown — Kaw
S. Knaack — Hon
M. Rush — Suz
D. Shirley — Kaw
250 INT
J. Artinger — Hon
N. Mooman — Kaw
D. Roland — Hon
E. Thornton — Kaw
250 OPEN
D. Burnap — Kaw
N. Mooman — Kaw
T. Thompson — Kaw
M. Rush — Suz
T. Broussard — Suz
250 EX
J. Edwards — Kaw
C. Mayhan — Suz
D. Jones — Kaw
M. Shirley — Kaw
S. Amaral — Kaw
500 OPEN
J. Haroin — Kaw
M. Klement — Kaw
W. Pyle — Hon
M. Conway — Kaw
G. Ficker — Hon
0/25
R. Brown — Kaw
G. Beam — Hon
T. Watkins — Hon
D. Archer — Kaw
T. Arthur — Kaw
0/25 INT
R. Kimbrell — Hon
M. Maness — Hon
C. Jones — Kaw
T. Tolbert — Suz
0/25 EX
J. Hardin — Kaw
M. Klement — Kaw
0/30 NOV
P. Olson — Suz
J. Knight — Hon
J.R. Howle — Yam
J.R. Ott — KTM
L. Yowell — Hon
0/30 INT
R. Kimbrell — Hon
S. Knaack — Hon
M. Maness — Hon
G. Beam — Hon
E. Hays — Kaw
0/30 EX
B. Smith — Hon
0/40
G. Beam — Hon
R. Hardman — Yam
D. Leatherwood — Hon
R. Filler — Kaw
W. Lowery — Kaw
VINT
B. Smith — Hon
R. Glover — KTM
J.R. Ott — Bul
G. Moore — Yam
K. White — Hus

Road Race
OMRRA Sprints
Final '91 Standings
Portland, OR
Jan. 8
By Tom Stein

O/A
Shawn Roberti
Todd Yoast
Kevin Normet
Keith Pinkstaff
Joe Pittman
Scott Ferrell
Paul Ludwig
Geoffrey Lambert
Michael Grant
Jeff Doan
OPEN S/BK
Keith Pinkstaff
Joe Pittman
Michael McBrady
Jon Wetzel
Chris Callan
750 S/BK
Keith Pinkstaff
Shawn Roberti
Mike McBrady
Jon Wetzel
Geoffrey Lambert
600 S/BK
Shawn Roberti
Alan Schwen
Brian Sutton
Jeff Higginbotham
Todd Yoast
250 GP
Todd Bowman
Mike Sullivan
Ken Forsyth
450 S/BK
Todd Yoast
Kevin Normet
Jeff Doan
Casey Roland
Paul Ludwig
M/W S/BK
Scott Soper
Kevin Normet
Rick Gunderson
Eric Timberlake
Todd Yoast
L/W S/BK
Jon Lacey
Bill Bircher
Bob Martin
Ralph Yenne
Richard Huffman
ULT/L S/BK
Scott Soper
Ralph Yenne
Joe Beninger
OPEN PROD
Keith Pinkstaff
Joe Pittman
Shawn Roberti
Geoffrey Lambert
Dan Morrison
750 PROD
Shawn Roberti
Geoffrey Lambert
Mike Sullivan
Ed Sadvar
Dan Morrison
600 PROD
Shawn Roberti
Alan Schwen
Simon Bell
Rich Schuerman
Mike Grant
450 PROD
Todd Yoast
Kevin Normet
Bruce McFarlane
Stuart Miller
Tony Rome
OPEN DINO
Ward Rodgers
Bryan Henderson
Don Horn
Eric Timberlake
SM BORE DINO
John Clemens
Jon Lacey
Ken Pruett
Paul Bilton-Smith
OPEN VINT
Paul Bilton-Smith
Jon Lacey
Duncan Craick
David Miller
500 VINT
Chuck Sowards
Lory Johnson
Paul Duchene
Chris Kerber
250 VINT
Tony Rivelli
Mike Rivelli
Lance Raber
OPEN BOTT
Dale Gray
Eric Timberlake
Bryan Henderson
David Rookaird
650 BOTT
David Lanigan
David Rookaird
George Schwen
John Clemens
Del Knysh

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Continued from page 48

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				30+				
MEGA SERIES/	1	$150	15	85cc 7-11	1	$300	15	125cc A
S.E. REGION	2	$100		85cc 12-15	2	$200		250cc A
Championship	3	$75		125cc Schoolboy	3	$150		
	4	$50		125cc B	4	$100		
$96,000	5	$25		125cc C	5	$50		
				250cc B				
				250cc C				
				25+ A				
				25+ B				
				30+ A				
				30+ B				
				40+ Super Senior				
CMC PAC WEST	1	$150	8	80cc Beg	1	$300	8	125cc Pro
	2	$100		80cc Jr	2	$200		250cc Pro
$57,600	3	$75		80cc Int	3	$150		
	4	$50		80cc Expert	4	$100		
	5	$25		125cc Beg	5	$50		
				125cc Jr				
				125cc Int				
				250cc Beg				
				250cc Jr				
				250cc Int				
				UTH (25-29) Int				
				Vet Int (30+)				
				Vet Master (30+)				
				Vet Pro				
NMA WORLD	1	$200	1	80cc Stock 9-11	1	$300	1	125cc Stock Pro
MINI G.P.	2	$100		80cc Mod 9-11	2	$200		125cc Mod Pro
	3	$75		80cc Stock Beg	3	$150		250cc Stock Pro
$12,650	4	$50		80cc Mod Beg	4	$100		250cc Mod Pro
	5	$25		80cc Stock 12-13	5	$50		
				80cc Mod 12-13				
				80cc Stock 14-16				
				80cc Mod 14-16				
				Super Mini 12-18				
				125cc Stock Beg				
				125cc Mod Beg				
				125cc Stock Nov				
				125cc Mod Nov				
				125cc Stock Int				
				125cc Mod Int				
				250cc Stock Nov				
				250cc Mod Nov				
				250cc Stock Int				
				250cc Mod Int				
				500cc Non-Pro				
				Vet's 30+				
TEAM GREEN	1	$150	1	85cc 7-11	NO PROFESSIONAL CLASSES			
SPRING	2	$100		85cc 12-13				
NATIONALS	3	$75		85cc 14-15				
	4	$50		125cc A				
$5,200	5	$25		125cc B				
				125cc C				
				250cc A				
				250cc B				
				250cc C				
				Plus 25				
				Vet A				
				Vet B				
				Plus 40 Seniors				
CMC SPRING	1	$150	8	80cc Beg	1	$300	8	125cc Pro
CLASSIC	2	$100		80cc Jr	2	$200		250cc Pro
	3	$75		80cc Int	3	$150		
$57,600	4	$50		80cc Expert	4	$100		
	5	$25		125cc Beg	5	$50		
				125cc Jr				
				125cc Int				
				250cc Beg				
				250cc Jr				
				250cc Int				
				UTH (25-29) Int				
				Vet Int (30+)				
				Vet Master (30+)				
				Vet Pro				
MAMMOTH	1	$300	1	80cc Jr	1	$300	1	125cc Expert
MOUNTAIN MX	2	$200		80cc Int	2	$200		250cc Expert
	3	$150		80cc Expert	3	$150		
$12,000	4	$100		125cc Int	4	$100		
	5	$50		125cc Jr	5	$50		
				250cc Int				
				250cc Jr				
				Vet Int				
				Vet Jr				
				Vet Expert				
				Senior +40				
				Women Amateur				
				Women Expert				
AMA AMATEUR	1	$300	6	85cc Stock 7-11	1	$300	6	125cc A Stock
REGIONAL	2	$200		85cc Stock 12-13	2	$200		125cc A Mod
QUALIFIERS	3	$150		85cc Mod 9-13	3	$150		250cc A Stock
	4	$100		85cc Stock 14-15	4	$100		250cc A Mod
$96,000	5	$50		85cc Mod 14-15	5	$50		
				125cc Stock 12-15				
				125cc Mod 12-15				
				125cc B Stock				
				125cc B Mod				
				125cc C Stock				
				125cc C Mod				
				250cc B Stock				
				250cc B Mod				
				250cc C Stock				
				250cc C Mod				
				Amateur +25				
AMA AMATEUR	1	$400	1	85cc Stock 7-11	1	$400	1	125cc Stock
NATIONALS	2	$300		85cc Stock 12-13	2	$300		125cc A Mod
	3	$250		85cc Mod 9-13	3	$250		250cc A Stock
$41,875	4	$200		85cc Stock 14-15	4	$200		250cc A Mod
	5	$150		85cc Mod 14-15	5	$150		Open A
	6	$125		0-125cc Women	6	$125		
	7	$100		125cc Stock 12-15	7	$100		
	8	$75		125cc Mod 12-15	8	$75		
	9	$50		125cc B Stock	9	$50		
	10	$25		125cc B Mod	10	$25		
				125cc C Stock				
				125cc C Mod				
				250cc B Stock				
				250cc B Mod				
				250cc C Stock				
				250cc C Mod				
				Open B/C				

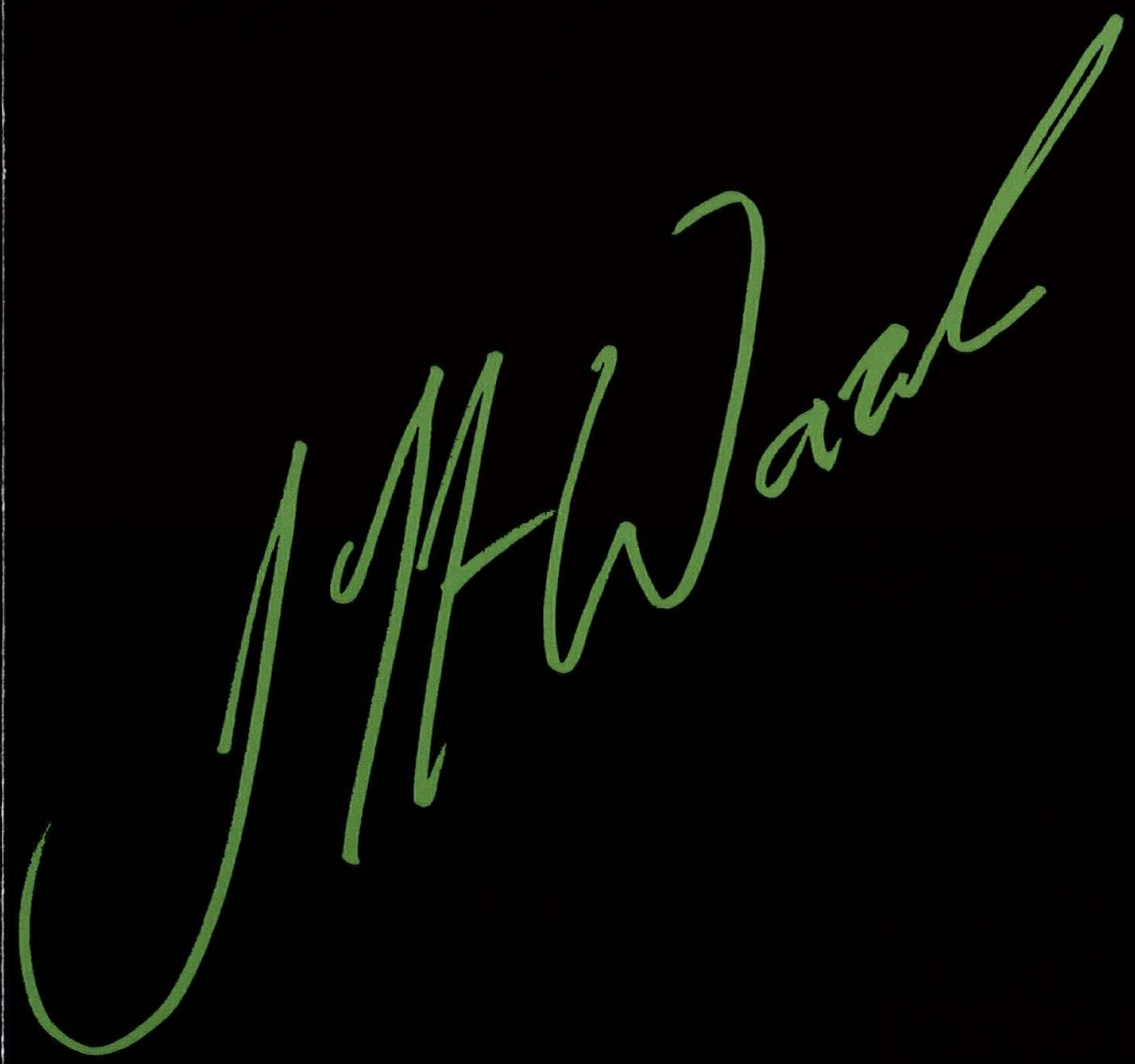
1992 DRAG RACING CONTINGENCY

EVENT	CLASSES	FINISH PLACE	AMOUNT OF CONTINGENCY	# OF EVENTS
IDBA $14,400	Funny Bike Pro Comp Pro Stock Top Gas Super Comp Pro Gas Super Gas Super Elim E.T. Bracket	1	$200	8
NHRA $6,750	Pro Stock	Winner -1 Runner-Up -2	$500 $250	9
DRAGBIKE! USA $15,300	Funny Bike Top Fuel Pro Street Pro Stock Ultra Elim Pro Gas Super Gas Comp Elim Production Elim E.T.	1	$200 $200 $200 $200 $200 $200 $200 $100 $100 $100	9

1992 ROAD RACING CONTINGENCY

EVENT	CLASSES	FINISH PLACE	AMOUNT OF CONTINGENCY	# OF EVENTS
AMA NATIONAL CHAMPIONSHIP SERIES $74,000	Superbike	1 2 3 4 5	$5,000 $2,000 $1,000 $750 $500	8
AMA/CCS SUPERSPORT SERIES $76,250	GTU GTO	1 2 3	$2,000 $1,000 $500	10
	Top Expert (GTU/GTO classes)	1 2 3	$100 $75 $50	10
	Top Expert Series Bonus (based on total overall points)	1 2 3	$1,000 $500 $250	
AMA/CCS ENDURANCE SERIES $76,250	Same Classes and Payout as AMA/CCS Supersport Series			10
AFM NORTH $33,600	250 Production 250 Superstreet 600 Production 600 Superstreet 750 Production 750 Superstreet Open Production Open Superstreet	1 2 3	$300 $150 $75	8
WERA REGIONAL SPRINT SERIES $45,000	Superstock B Superstock C	1 2 3	$500 $300 $100	*25 (see Wera for schedule)
WERA PRO SERIES (FORMULA USA) $14,400	Superstock B Superstock C	1 2 3	$500 $300 $100	8

Eligibility Requirement: "KAWASAKI" logo must be displayed on rider machine.
Winning professional riders will receive a check directly from Kawasaki Motors Corp., U.S.A.
Schedule/classes subject to change due to decision by event promoter or event organization.
*Please note: ALL CONTINGENCY EARNED IN 1992 MUST BE CLAIMED BY DECEMBER 31, 1992.
For information about the '92 contingency program contact KMC - Public Relations at 714/770-0400 ext. 2623.



1992 MOTOCROSS CONTINGENCY

	AMATEUR				PROFESSIONAL			
EVENT	FINISH PLACE	AMOUNT OF CONTINGENCY	# OF EVENTS	CLASSES	FINISH PLACE	AMOUNT OF CONTINGENCY	# OF EVENTS	CLASSES
CMC	1	$300	8	80cc Open 9-11	1	$750	8	125cc Pro
GOLDENSTATE	2	$200		80cc Beg	2	$650		250cc Pro
	3	$100		80cc Jr	3	$600		
$197,200	4	$75		80cc Int	4	$500		
	5	$50		80cc Expert	5	$400		
				125cc Beg	6	$375		
				125cc Jr	7	$350		
				125cc Int	8	$325		
				250cc Beg	9	$300		
				250cc Jr	10	$250		
				250cc Int	11	$200		
				UTH (25-19) Jr	12	$150		
				UTH (25-29) Int	13	$100		
				Vet Jr (30+)	14	$75		
				Vet Int (30+)	15	$50		
				Vet Master (30+)				
				Vet Pro (30+)				
				OT (40+) Jr				
				OT (40+) Int				
				OT (40+) Master				
AMA WINTER	1	$300	5	85cc 7-11	1	$750	5	125cc Pro
SERIES	2	$200		85cc 12-13	2	$650		250/500cc Pro
	3	$100		85cc 14-15	3	$600		
$101,500	4	$75		125cc A	4	$500		
	5	$50		125cc B	5	$400		
				125cc C	6	$375		
				125cc Youth 12-15	7	$350		
				250/500cc A	8	$325		
				250cc B	9	$300		
				250cc C	10	$250		
				25+ A	11	$200		
				30+ A	12	$150		
				35+	13	$100		
				40+	14	$75		
					15	$50		
GFI WINTER	1	$200	12	80cc Beg	1	$300	12	125cc Pro
SERIES	2	$100		80cc Nov	2	$200		250cc Pro
	3	$75		80cc Int	3	$150		
$105,600	4	$50		80cc Expert	4	$100		
	5	$25		125cc Beg	5	$50		
				125cc Nov				
				125cc Int				
				250cc Beg				
				250cc Nov				
				250cc Int				
				UTH (25-29) Jr				
				UTH (25-29) Int				
				Vet Nov				
				Vet Int				
				Vet Pro				
				OT (40+)				
MTEG	NO AMATEUR CLASSES				1	$400	9	250cc
ULTRACROSS					2	$250		
SERIES					3	$200		*Ultracross
					4	$100		Championship
$11,000					5	$50		Bonus-$2,000
GNC FINAL	1	$150	1	Mini Beg 7-11	1	$300	1	125cc Expert
	2	$100		Mini Stock 7-11	2	$200		250cc Expert
$6,400	3	$75		Mini Jr 7-11	3	$150		
	4	$50		Mini Beg 12-15	4	$100		
	5	$25		Mini Stock 12-13	5	$50		
				Mini Stock 14-16				
				125cc Beg				
				125cc Stock Nov				
				125cc Stock Int				
				250cc Beg				
				250cc Stock Nov				
				250cc Stock Int				
MMDA SPRING	1	$300	7	80cc 7-11 (Jr)	NO PROFESSIONAL CLASSES			
SERIES	2	$200	(+ final)	80cc 12-15 (Sr)				
	3	$150		125cc 12-15 Jr				
$70,400	4	$100		125cc A				
	5	$50		125cc B				
				125cc C				
				250cc A				
				250cc B				
				250cc C				
				Plus 25				
				Plus 30				
NESC	1	$150	32	85cc Beg	1	$300	32	125cc Expert
	2	$100		85cc Jr	2	$200		200cc+ Expert
$192,000	3	$75		85cc Advanced	3	$150		
	4	$50		125cc Beg	4	$100		
	5	$25		125cc Jr	5	$50		
				125cc Advanced				
				125cc Am				
				125cc Nov				
				200cc+ Amateur				
				Vet's/Am 35+				
				Vet's/Am 40+				
NUCLEAR MX	1	$150	10	80cc Jr	1	$300	10	125cc
SERIES	2	$100		80cc Sr	2	$200		250cc
	3	$75		125cc B	3	$150		
$40,000	4	$50		125cc C	4	$100		
	5	$25		250cc B	5	$50		
				250cc C				
CAROLINA	1	$150	10	85cc 7-11	1	$300	10	125cc A
SPRING SERIES	2	$100		85cc 12-15	2	$200		250cc A
	3	$75		125cc Schoolboy	3	$150		
$56,000	4	$50		125cc B	4	$100		
	5	$25		125cc C	5	$50		
				250cc B				
				250cc C				
				25+ A				
				25+ B				

1992 OFF-ROAD CONTINGENCY

EVENT	AMATEUR FINISH PLACE	AMATEUR AMOUNT OF CONTINGENCY	AMATEUR # OF EVENTS	AMATEUR CLASSES	PROFESSIONAL FINISH PLACE	PROFESSIONAL AMOUNT OF CONTINGENCY	PROFESSIONAL # OF EVENTS	PROFESSIONAL CLASSES
SCORE $27,500	NO AMATEUR CLASSES				1	$750 $1,000 $1,500 $1,000 $750 $500	5	Class 20 Class 21 Class 22 Class 30 Class 40 Class 50
AMA GRAND NATIONAL CROSS COUNTRY SERIES $37,800	1 2 3	$150 $100 $50	14	200cc B 250cc B Vet B	1 2 3	$300 $200 $100	14	200cc A 250cc A Vet A
AMA NATIONAL HARE SCRAMBLES SERIES $21,600	1 2 3	$150 $100 $50	9	200cc B 250cc B	1 2 3	$300 $200 $100	9	AA 200cc A 250cc A
AMA ISDE QUALIFIERS $9,000	NO AMATEUR CLASSES				1 2 3	$300 $200 $100	5	125cc Intent 250cc Intent Open Intent
AMA NATIONAL ENDURO $24,300	1 2 3	$150 $100 $50	9	200cc B 250cc B	1 2 3	$500 $300 $100	9	AA
					1 2 3	$300 $200 $100	9	200cc A 250cc A
AMA NATIONAL HARE N' HOUND SERIES $32,400	1 2 3	$150 $100 $50	9	125cc B 250cc B Open B Vet B	1 2 3	$300 $200 $100	9	125cc A 250cc A Open A Vet A
SE&TRA ENDURO ('91-'92 Season) $47,250	1 2 3	$150 $100 $50	15	200cc B 250cc B Vet A Vet B Senior A Senior B	1 2 3	$200 $150 $100	15	AA 200cc A 250cc A
SE&TRA HARE SCRAMBLES ('91-'92 Season) $31,500	1 2 3	$150 $100 $50	10	200cc B 250cc B 200cc C 250cc C Senior A Senior B	1 2 3	$200 $150 $100	10	AA 200cc A 250cc A
NETRA ENDURO ENDURO $32,400	1 2 3	$150 $100 $50	12	B Bantam 0-200 B Light 250 A Vet B Vet A Senior B Senior	1 2 3	$200 $150 $100	12	A Bantam 0-200 A Light 250
NETRA HARE SCRAMBLES $32,400	1 2 3	$150 $100 $50	8	200 B 250 B A Senior B Senior Vet A Vet B	1 2 3	$200 $150 $100	8	200 A 250 A
ECEA $59,850	1 2 3	$150 $100 $50	19	200cc B 250cc B Vet A Vet B Senior A Senior B	1 2 3	$200 $150 $100	19	AA 200cc A 250cc A
SERA ENDURO $44,100	1 2 3	$150 $100 $50	14	126-200 B 201-250 B Senior Expert Super Senior Expert Senior B Super Senior B	1 2 3	$200 $150 $100	14	AA Expert 0-200 Expert 201-250 Expert
SERA HARE SCRAMBLES $25,200	1 2 3	$150 $100 $50	8	126-200 B 201-250 B Senior Expert Super Senior Expert Senior B Super Senior B	1 2 3	$200 $150 $100	8	AA Expert 0-200 Expert 201-250 Expert
FTR ENDURO SERIES $27,600	1 2 3	$150 $100 $50	8	200cc B 250cc B A Senior B Senior Super Senior A Super Senior B Master	1 2 3	$200 $150 $100	8	AA 200cc A 250cc A
FTR HARE SCRAMBLES SERIES $37,950	1 2 3	$150 $100 $50	11	200cc B 250cc B A Senior B Senior Super Senior A Super Senior B Master	1 2 3	$200 $150 $100	11	AA 200cc A 250cc A

Eligibility Requirement: "KAWASAKI" logo and original color plastic components must be on KX/KDX motorcycle.
Winning amateur riders will receive Team Green Bucks certificates redeemable at any authorized Kawasaki dealer nationwide.
Winning professional riders will receive a check directly from Kawasaki Motors Corp., U.S.A.
Rider must complete a 1992 Kawasaki contingency registration form.
*Please note: ALL CONTINGENCY EARNED IN 1992 MUST BE CLAIMED BY DECEMBER 31, 1992
No contingency will be paid by Kawasaki in classes with less than 5 riders entered. Contingency will not be paid in multiple divisions of the same class.
Contingency will be paid in one class only at events which are both AMA Nationals and or Club Series.

BOHS
BOHS

660

SINISALO
NGK
Kawasa
3
CAMEL F
KAWASAKI

				Senior Over 40				
NMA PONCA CITY GRAND NATIONAL CHAMPIONSHIPS $12,650	1 2 3 4 5	$200 $100 $75 $50 $25	1	80cc Stock 9-11 80cc Mod 9-11 80cc Stock 12-13 80cc Mod 12-13 80cc Stock Beg 80cc Mod Beg 80cc Stock 14-16 80cc Mod 14-16 Super Mini 12-18 125cc Stock Beg 125cc Mod Beg 125cc Stock Nov 125cc Mod Nov 125cc Stock Int 125cc Mod Int 250cc Stock Nov 250cc Mod Nov 250cc Stock Int 250cc Mod Int 500cc Non-Pro Vet's 30+	1 2 3 4 5	$300 $200 $150 $100 $50	1	125cc Stock Pro 125cc Mod Pro 250cc Stock Pro 250cc Mod Pro
TEAM GREEN FALL NATIONALS $4,800	1 2 3 4 5	$150 $100 $75 $50 $25	1	85cc 7-11 85cc 12-13 85cc 14-15 125cc A 125cc B 125cc C 250cc A 250cc B 250cc C Plus 25 Vet A Plus 40 Seniors	NO PROFESSIONAL CLASSES			
CMC TRANS-CAL (California) $72,000		Same classes and payout as CMC Spring Classic	10			Same classes / payout as CMC Spring Classic	10	
KAWASAKI RACE OF CHAMPIONS $9,875	1 2 3 4 5	$200 $150 $100 $75 $50	1	85cc 10-11 85cc 12-13 85cc 14-15 Supermini 125cc Novice 125cc Amateur 250cc Novice 250cc Amateur Open Amateur Plus 25 Adult Sr (30+) Adult Sr Expert (30+) Super Sr (40+)	1 2 3 4 5	$300 $200 $150 $100 $50	1	125cc Pro 250cc Pro 500cc Pro
WINTER OLYMPICS $36,800	1 2 3 4 5	$300 $200 $150 $100 $50	2 SX/MX	85cc Stock 7-11 85cc Mod 7-11 85cc stock 12-13 85cc Mod 12-13 85cc Stock 14-15 85cc Mod 14-15 125cc Stock 12-15 125cc Mod 12-15 125 A /Pro-Am Stock 250 A/Pro-Am Mod 125cc B Stock 125cc B Mod 125cc C Stock 125cc C Mod 250cc B Stock 250cc B Mod 250cc C Stock 250cc C Mod 250/500 A Exp/Stock 250/500 A Exp/Stock Open B/C Plus 25 A Plus 30 A	NO PROFESSIONAL CLASSES			

$364,800 AMA SUPERCROSS CASH CONTINGENCY		
	$156,000	$208,800
FINISH PLACE	125cc Contingency Per Overall finish	250cc Contingency Per Overall Finish
1	$1,500	$5,000
2	$1,250	$2,500
3	$1,000	$1,000
4	$850	$800
5	$750	$750
6	$700	$700
7	$650	$650
8	$600	$600
9	$550	$550
10	$500	$500
11	$450	
12	$400	
13	$300	
14	$200	
15	$100	

$145,300 AMA MOTOCROSS CASH CONTINGENCY	
$97,900	$47,400
125cc Per Overall Finish	250cc Per Overall Finish
$1,500	$1,500
$1,250	$1,250
$1,000	$1,000
$900	$900
$800	$800
$750	$700
$500	$600
$450	$500
$400	$400
$350	$250
$300	
$250	
$200	
$150	
$100	

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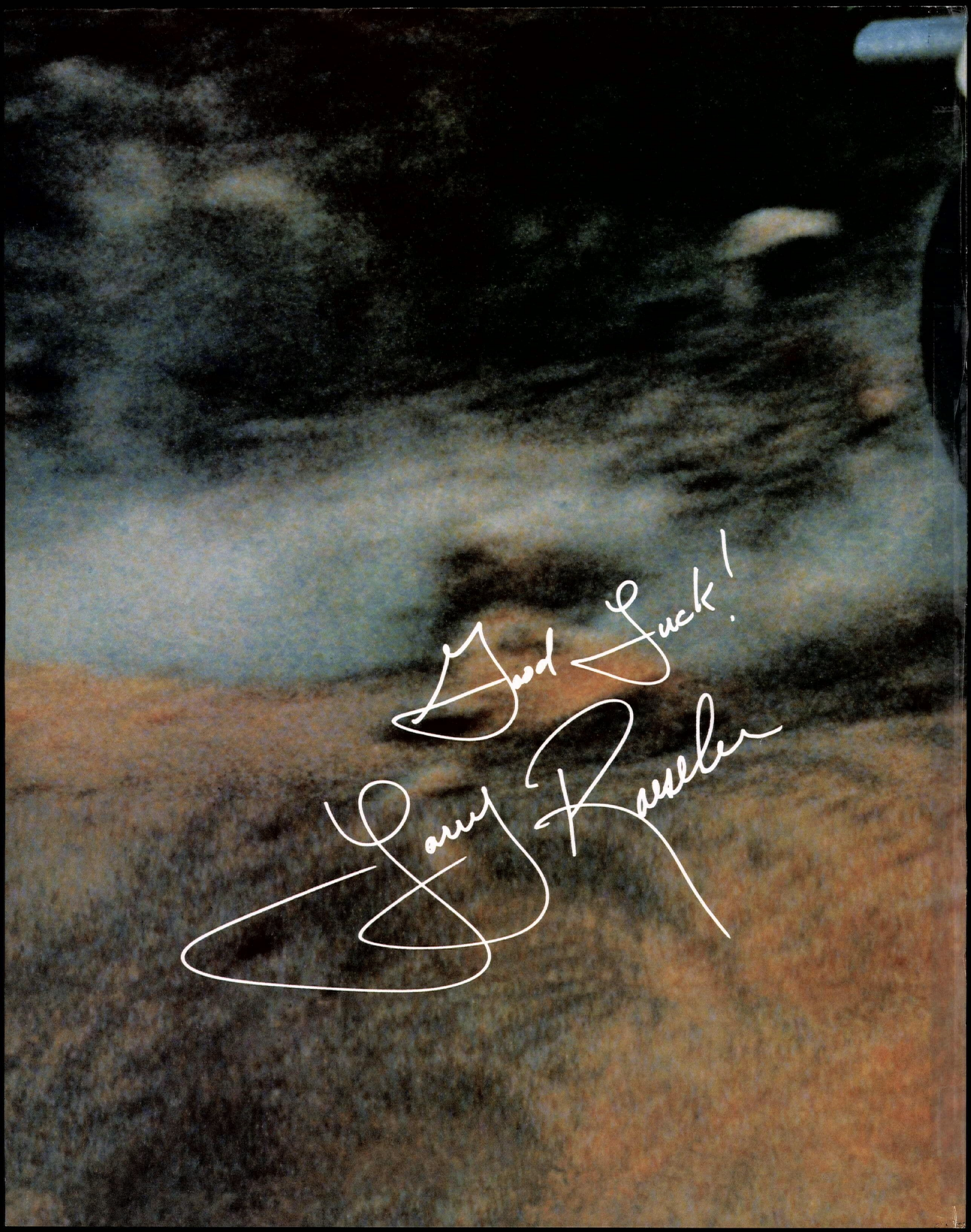
Kawasaki

Let the good times roll.

Smith
MIN-MAX


Good Luck!
Larry Russeler